

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 8262

第六十六年二號

FRIDAY, JULY 22, 1910.

五拜禮

號二十月七年亥癸

\$5 PER ANNUM.  
SINGLES COPY 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000  
RESERVE FUNDS \$15,000,000

STERLING \$1,500,000 at 1/2—\$1,500,000  
SILVER \$1,500,000 at 1/2—\$1,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:  
G. Balloch, Esq., Chairman.  
Robert Shaw, Esq., Deputy Chairman.  
F. H. Armstrong, Esq., S. A. Levy, Esq.,  
J. W. Bawden, Esq., F. Loh, Esq.,  
Andrew Forbes, Esq., G. H. Medhurst, Esq.,  
Hon. Mr. Henry Kew-ick, H. Shullin, Esq.,  
G. R. Lammiman, Esq., H. A. Slobs, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.

MANAGER:  
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTERNET ALLOWED.

On Current Account at the rate of 1/2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 1/2 per Cent. per Annum.  
For 6 months, 1/2 per Cent. per Annum.  
For 12 months, 1/2 per Cent. per Annum.

N. J. STABB, Acting Chief Manager.

Hongkong, 19th July, 1910. [10]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000  
RESERVE FUND £1,000,000  
RESERVE LIABILITIES OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1/2 per Cent. per Annum on the Daily Balances.

On Fixed Deposits for 12 months, 1/2 per Cent. per Annum.

WM. DICKSON, Manager.

Hongkong, 26th April, 1910. [11]

### YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000  
RESERVE FUNDS Yen 16,250,000

Head Office—YOKOHAMA.

Branches and Agents:  
TOKIO, HANKOW,  
KOBE, TIENTSIN,  
OSAKA, PEKIN,  
NAGASAKI, NEWCHOWANG,  
LONDON, DALNY,  
LYONS, PORT ARTHUR,  
NEW YORK, ANTUNG,  
SAN FRANCISCO, LIOYANG,  
HONOLULU, MUKDEN,  
BOMBAY, TIE-LING,  
SHANGHAI, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 1/2 per Cent. per Annum on the Daily Balance.

On Fixed Deposit:  
For 12 months, 1/2 per Cent. per Annum.  
For 6 months, 1/2 per Cent. per Annum.  
For 3 months, 1/2 per Cent. per Annum.

TAKAO TAKAMICHI, Manager.

Hongkong, 18th March, 1910. [12]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin, Calcutta, Hamburg, Hankow,  
Kobe, Peking, Singapore, Tientsin,  
Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:  
Koenigliche Seehandlung (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warshawsky & Co.  
Mendelssohn & Co.  
M. A. von Rothschild & Soehne  
Frankfurt  
Jacob S. H. Stern  
Norddeutsche Bank in Hamburg, Hamburg  
Sal. Oppenheim Jr. & Co., Koeln.  
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. N. M. Rothschild & Sons.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHER BANK (BERLIN), LONDON AGENT.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN, Acting Manager.

Hongkong, 19th March, 1910. [13]

## Banks.

### HONGKONG SAVINGS BANK.

The business of the Savings Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3/4 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
N. J. STABB,  
Acting Chief Manager.

Hongkong, 18th July, 1910. [14]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP—GOLD \$5,000,000  
ABOUT \$7,500,000

RESERVE FUND—GOLD \$5,000,000  
ABOUT \$7,500,000

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADEMILL HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 1/2 per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months, 1/2 per Cent. per annum.  
For 6 months, 1/2 per Cent. per annum.  
For 3 months, 1/2 per Cent. per annum.

No. 9, Queen's Road Central, Hongkong.

N. S. MARSHALL, Manager.

Hongkong, 30th April, 1910. [15]

## Insurance.

### CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:  
Alexander McLeod, Esq., Chairman.  
O. Steinhilber, Esq.,  
Lee Yung Su, Esq.,  
J. H. McMichael, Esq.,  
O. R. Burkill, Esq.,  
J. A. Wattle, Esq., Manager Director.  
A. J. Hughes, Esq., Secretary.  
S. B. Nell, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force \$34,054,152.00

Assets \$7,144,990.08

Income for Year 1909 \$273,834.81

Total Security to Policyholders 7,865,854.53

LEFFERTS KNOX, Esq., Hongkong District Manager.

B. W. TAPE, Esq., Canton, Macao and the Philippines District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909. [16]

### PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 2.45 p.m. Every 15 minutes.  
2.45 p.m. to 3.15 p.m. Every 15 minutes.  
3.15 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT GARS.

8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.00 noon. Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 5.00 p.m. Every 15 minutes.

NIGHT GARS as on Week Days.

Extra cars at 8.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL GARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Manager.

Hongkong, 1st April, 1910. [17]

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON. REMARKS.

LONDON, &c., via usual Ports { Delhi ..... Noon, 23rd July } See Special Advertisement.

TAKAO, SHANGHAI, PU-KOW, HANKOW, TAKU and MOJI { Banca ..... About 27th July } Freight only.

LONDON & ANTWERP VIA SINGAPORE, PENNAG, COLOMBO, PORT SAID, and MARSEILLES { Somali ..... 3 P.M. 28th July } Freight and Passage.

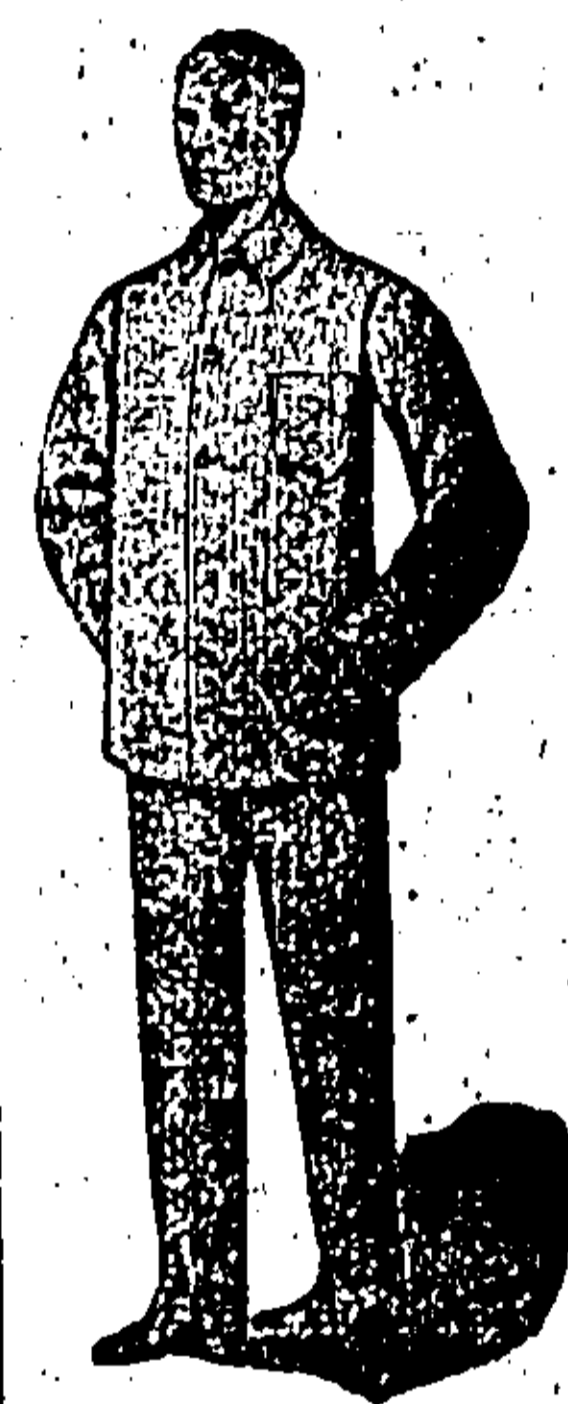
SHANGHAI, MOJI, KOBE { Nubia ..... About 28th July } Freight and Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 20th July, 1910. [18]

## Intimations.

### LANE, CRAWFORD & CO.



#### SPECIAL VALUE

### GEYLON FLANNEL PYJAMAS

### AND AERTEX CELLULAR PYJAMAS

\$5.00 per suit.

LANE, CRAWFORD & CO. [19]

### Kupper's Pilsener

#### Beer.

The Leading Beer in the Far East.

Telephones No. 75.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hongkong, 27th June, 1910. [20]

## Hotels.

### RE-OPENED! RE-OPENED!!

### BELLE VIEW HOTEL.

TO-DAY! TO-DAY!! TO-DAY!!!

7th July, 1910.

UNDER entirely New Management. This popular Seaside Resort has been completely reorganised and re-staffed and special arrangements made for the comfort of guests.

MEALS, AFTERNOON TEAS.

Served at all hours either in the Dining Rooms or on the spacious and Shady Lawn or Verandah.

Only best Brands of Liquors stocked. Residence Rates on application. All cordially welcome.

Hongkong, 7th July, 1910. [21]

W. GALLAGHER, Manager.

### HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 57.

For Terms, &c., apply to the

MANAGER.

Hongkong, 1st July, 1910. [22]

## Shipping—Steamers.

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 18th July.

8.00 A.M. HEUNGSHAN 8.00 A.M. HOMAM

10.00 P.M. FATHAN 5.15 P.M. KINSHAN

TUESDAY, 19th July.

8.00 A.M. HOMAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATHAN 5.15 P.M. KINSHAN

WEDNESDAY, 20th July.

8.00 A.M. HEUNGSHAN 8.00 A.M. HOMAM

10.00 P.M. KINSHAN 5.15 P.M. FATHAN

THURSDAY, 21st July.

8.00 A.M. HOMAM 8.00 A.M. HEUNGSHAN

10.00 P.M. KINSHAN 5.15 P.M. FATHAN

FRIDAY, 22nd July.

8.00 A.M. HEUNGSHAN 8.00 A.M. HOMAM

10.00 P.M. FATHAN 5.15 P.M. KINSHAN

SATURDAY, 23rd July.

8.00 A.M. HOMAM 8.00 A.M. HEUNGSHAN

10.00 P.M. KINSHAN 5.15 P.M. FATHAN

SUNDAY, 24th July.

10.00 P.M. FATHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,365 Tons and "SUI-LAN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

#### EXCURSION TO MACAO.

On SUNDAY, the 24th JULY, 1910.

The Company's Steamship "HEUNGSHAN,"

will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M.

Departure from Macao at 3 p.m. or earlier according to the state of the tide.

FARES AS USUAL.

By kind permission of Col. Prior and Officers, the Band of the 15th Rajputs under Bandmaster Coke will play during the trip.

N.B.—There will be no morning steamer from Macao or afternoon steamer from Hongkong on the above date.

Further Particulars may be obtained at the Office of the Company.

#### CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

#### JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 565 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 5.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "FATHAN" and "SAINAM." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier. [23]

## Hotels.

### HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES, Manager. [24]

### ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor. N. BEUMENTHAL, Manager.

Telephone 222. Telegrams "Astoria." [25]

### THE "REMINGTON" TYPEWRITER

Is not the cheapest when purchased, but it is the cheapest in the long run, as it is proved by the fact that the number of Remingtons sold annually is steadily greater than that of any other make.

It has always been and is to-day the recognized leader among writing machines.

It does the best work and keeps doing it for the longest time.

CAUTION.—Beware of skillfully renovated old Remingtons, sometimes put up in original packing, which are on the market just now. They are offered at low prices and apparently new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON, SIEMENS & CO., (Mechanical Dept.) [26]

# NORDDEUTSCHER LLOYD.

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STREAMERS	To sail
YOKOHAMA and KOBE	"PRINCE WALDEMAR" (Capt. F. Isaka) (T. 15,300)	About TUESDAY, 26th inst.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINCE LUDWIG" (Capt. F. v. Benzer) (T. 15,300)	About WEDNESDAY, 27th July
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTZOW" (Capt. W. Benning) (T. 17,500)	THURSDAY, 28th July, 10 A.M.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINCE WALDEMAR" (Capt. F. Isaka) (T. 15,300)	SATURDAY, 31st Aug., Daylight.

\* Fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

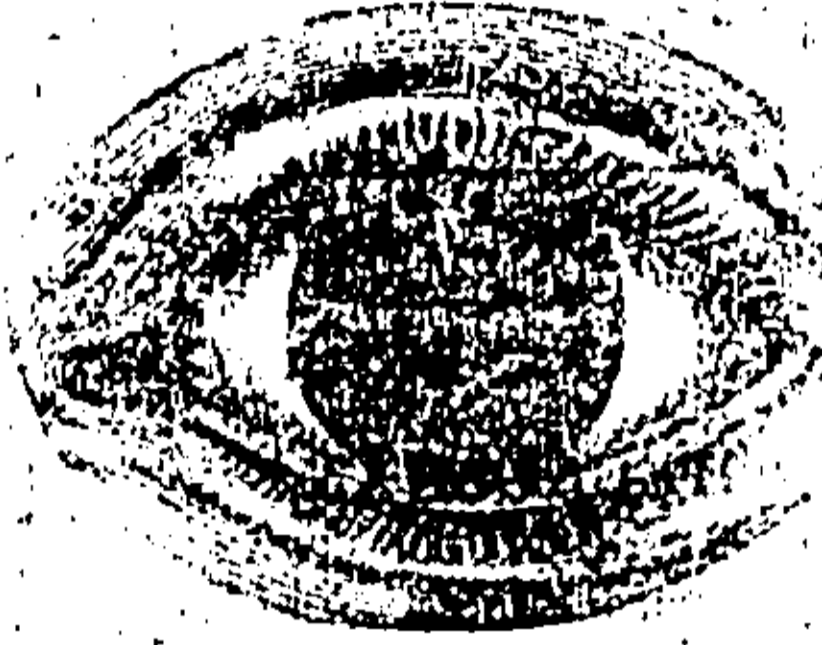
MELCHERS &amp; CO.

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 19th July, 1910.

### Intimations.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.  
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON. GALVOTTA. SHANGHAI.  
John Street, Bedford Row, W.C. 19, Basilisk Street 166, Nanjing Road.

## OSMAN & CASUM,

1 & 3, D'AGUIAR STREET.  
JUST UNPACKED  
Ladies' Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS  
& FEATHERS.

MUSLIN and FIGURED VOILES.  
LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and  
HOUSEHOLD LINENS.

Samples on application.  
Coast Port Orders carefully  
executed.  
Hongkong, 6th September, 1909.

## VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, sedentary habits, dissipation, excess, mental depression, or other influences incident to the brain and nerve system. It is a powerful stimulant and tonic, and is especially adapted for the treatment of all cases of nervous debility, including general and local weakness, general and local paralysis, general and local atrophy, general and local degeneration, general and local sclerosis, general and local hypertrophy, general and local hyperplasia, general and local hyperactivity, general and local hyperexcitability, general and local hyperirritability, general and local hypermobility, general and local hyperplasticity, general and local hypercontractility, general and local hyperextensibility, general and local hypercompressibility, general and local hyperdistensibility, general and local hyperexpandability, general and local hypercontractility, general and local hyperextensibility, general and local hypercompressibility, general and local hyperdistensibility, general and local hyperexpandability.

## VETARZO BLOOD PURIFIER.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective blood, whether induced by worry, overwork, sedentary habits, dissipation, excess, mental depression, or other influences incident to the blood and nerve system. It is a powerful stimulant and tonic, and is especially adapted for the treatment of all cases of blood deficiency, including general and local weakness, general and local paralysis, general and local atrophy, general and local degeneration, general and local sclerosis, general and local hypertrophy, general and local hyperplasia, general and local hyperactivity, general and local hyperexcitability, general and local hyperirritability, general and local hypermobility, general and local hyperplasticity, general and local hypercontractility, general and local hyperextensibility, general and local hypercompressibility, general and local hyperdistensibility, general and local hyperexpandability.

# THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length ..... 515 ft.	Docking Length ..... 375 ft.	Docking Length ..... 481 ft.
Width of Entrance ..... 80 "	Width of Entrance ..... 50 "	Width of Entrance ..... 63 "
Water on Blocks ..... 25 "	Water on Blocks ..... 20 "	Water on Blocks ..... 27 1/2 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tall shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 373, 506, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Ishihara, Scotts, A. I. and Watkins.

Yokohama, April 25th, 1909.



FREE TRIAL.

TRY THE  
ROYAL STANDARD

TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will  
Always Give Satisfaction.  
PHONE No. 482 and the machine  
will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

## DRAGON CYCLE DEPOT

81, DES VOGES ROAD

Dentistry

Dr. M. H. CHAIN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,

Rooms 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 125.

Hongkong, 27th January, 1910.

LATEST METHODS OF DENTISTRY.

STUDIO 11 NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consulting Free.

Hongkong, 6th July, 1910.

### To Let.

TO LET.

No. 1, CANTON VILLAS, Kowloon.

A HOUSE in KNOTTS ROAD TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 1st July, 1910.

TO LET.

25,000 SQUARE FEET OF LAND at Kowloon (K. M. L. 5), with 100 feet Sea Frontage and right to build a Pier, suitable for Coal and or Timber Storage.

For particulars, apply to—

L. M. ALVARES,

40, Wyndham Street.

Hongkong, 6th May, 1910.

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.

GODOWNS, 1st to 15th, PRAYA EAST.

OFFICES, No. 2, CORNWALL ROAD, 1st Floor.

A HOUSE in WONG-WEI-CHONG ROAD, No. 4, RIFON TERRACE.

OFFICES in YORK BUILDING, No. 10, DES VOGES ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stop at the door.

Also: NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 19th July, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ONE GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON &amp; Co., LD.

Hongkong, 4th April, 1910.

TO LET.

1ST SEPTEMBER—BOWEN ROAD.

WESTERN BLOCK OF DWELLING HOUSES at present occupied as Artillery Officer's Quarters.

Suitable for Building House.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 1st July, 1910.

TO LET.

GODOWN, 10, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 1st July, 1910.

HUNG ON &amp; CO.

SHOW ROOM AND STORE at the Premises formerly occupied by A. CHEE &amp; Co., 17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERS and FURNITURE IMPORTERS and DEALERS.

CROCKERY, Cutlery, Glass and Silver Plated, Glass and Iron Ware of all descriptions, always on hand for sale or hire at moderate prices.

Hongkong, 1st July, 1910.

### RUBBER SHARES AS I HAVE VIEW.

A BIGGER BOOM AHEAD.

A DISCRIMINATING REVIEW OF POSITION AND PROSPECTS.

The Rubber Share Market is taking a breather, and I think most will regret it, except perhaps those who have been putting in judiciously with new issues of the less desirable sort before there was time to discriminate among good, bad and indifferent. Well, Time has kindly umpired, and given its verdict, and if those of your readers who, doubtless the soundness of the policy I urged them to adopt, left the rails, want consolation, I am afraid there is little for them but the reflection that to err is human and forgiveness in the Stock Market is dependent on their paying the full penalty of their sins. On the other hand, those who have steadily followed my advice have nothing to repent of. Their shares are still marketable, and standing at little, if anything, below the top, and I venture to predict that there are still many days ahead for the plucky holder. So I take it, my readers—and I address the investor and those who can see eye to eye with me—will welcome as much as I do the quiet calm that has taken the place of the rubbery riot which previously existed, when things moved so fast that a dispirited examination of the situation which I propose this article to be was then out of the question. No one had any use for it.

No doubt there was room—and plenty—for pessimism, as well as optimism; but, as there must be reason even in soaring eggs, so there must be reason in painting the gloomy as well as the bright side of Rubber share prospects, and the painting must be done at an opportune moment, and with discrimination, or no useful purpose is served. The ordinary pessimistic nonsense that was dished up in the daily Press was too perfunctory for words. It mostly consisted of unimagination, ignorance and (imagined) such as the rubber world never knew before. Such harrowing pictures of the wholesale ruin and devastation that would follow on the first really serious set-back were portrayed in some of the articles I have come across that, had I been of a vacillating disposition, I should have been shaken to the feelings of a criminal on whom sentence of a horrible doom had just been passed. And all this because, for the most part, the writers used no discrimination.

A BIGGER BOOM TO FOLLOW.

This Rubber boom is not over yet; we have only had the first instalment. A second and larger boom is to follow, and it is for this reason that I write today. I want to have a straight talk with those persons of small means who are dependent for their income on modest 4 or 5 per cent. soundly-secured investments. Now, my advice is, don't be carried away and risk your substance in concerns which hesitate not to promise large dividends in a few years on a "hot" selling price of rubber of 30 to 40 a pound, for such high prices cannot, in the nature of things, be indefinitely maintained. The newer companies cannot, and never will, pay the handsome dividends the present producing companies are declaring, for the life of a rubber tree may be safely estimated at over two generations, and for over a generation it is safe to predict that the yield of a carefully-tended and well-nourished tree will go on increasing, so that in the long race the present producing companies will for many years more than hold their own. Most of the older trees on the best estates are giving a yield of over 6 lbs a tree a year, and at present prices showing a profit of over 60s a tree.

Meanwhile, there is a fine pot boiling for the next boom, and no mistake! I know of one sportsman, with a reputation out here, who has secured some 15,000 acres, with the intention, no doubt, of farming the property. He is trying to pick up managers as best he can, and the companies will later on, no doubt, come out under first-class auspices, and the capital will be "large," for vendors are asking 100, prices, and company promoters are asking more, and who can blame them? Raw rubber is worth to the holder just what he can get for it; a rubber estate is worth to the company promoter just what he can get for it, and sometimes a bad estate in the early stages of its existence is thought well of, for Malaya is a great distance from London, and visiting agents report can be had in many ways. Only a few weeks ago, one manager of reports publicly called attention to the fact that the opinion given by him on an estate was not given with the full knowledge of all the circumstances. There is plenty more in a disclaimer like this than meets the eye. There are other matters for reflection which particularly concern the small as well as the big investor, and, first and foremost, should be laid to heart the lessons of previous booms.

A USEFUL OBJECT-LESSON.

I will give you a thumb-nail history of one—namely, the Indian coal boom of 1907, '08, '09, '10, the price of raw rubber from now onwards to the end of the year, would have been considerably below 25 per lb, so that, as far as this year's production alone is concerned, present investors in the shares stand on a value, as the saying is.

In my next article I will further deal with the prospects of this and some 40 other companies, with rubber in the future selling at 50 per lb gross, equal to a selling price for fine hand 25 per lb of 25 per lb, and I will show, with rubber at this ridiculously low price, that the shareholders of these companies are as sound as Cornish and promise many times the return.

AYAX in The

HONGKONG TELEGRAPH

July 22, 1910.

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high prices, and the return upon the capital invested becomes appreciably greater. The above, it will be seen, is a very good thing, and it is a very good thing that the supply of raw rubber is not too large, and that the demand for it is not too small, and that the price of it is not too low, and that the return upon the capital invested becomes appreciably greater. The above, it will be seen, is a very good thing, and it is a very good thing that the supply of raw rubber is not too large, and that the demand for it is not too small, and that the price of it is not too low, and that the return upon the capital invested becomes appreciably greater.

Investors in the better class of companies have always had splendid prospects, both for the present and future, and the croaking ravens, who expected that the better class shares would be picked up for next to nothing when the slump came have been bitingly disappointed. Now this thumb-nail history is the history of every boom based on merit, and in, moreover, the history of a boom which was founded on something substantial—namely, the intrinsic merit of the better class of Rubber shares; and I think no one conversant with both markets will deny that the Rubber boom has definitely more intrinsic merit to go upon than Bengal coal, ever had, and that history in the case of the Rubber boom will be repeated.

Now, I can imagine my readers saying, it is out to themselves somewhat thus: "Admitting that the better class of the Rubber shares are the best shares to hold, still there is a great deal of pessimism about. Share values cannot go on increasing day by day and week by week without the shares getting perilously near that point at which they cease to be investment securities and become speculative counters; and, if there be any risk, would it not be better to wait for the slump, and then to buy the better class shares?"

THE STATUS OF THE GOOD SHARE.

Now, the answer—the whole answer, and nothing but the answer—to this question lies in the fact that there will be no real slump until share values have passed the rubicon of investment, and enter the domain of speculation; so let us just sit down to carefully consider whether in buying the better class of shares at present prices we are purchasing investment securities. The future of the rubber market depends upon the relation between supply and demand, and as long as the price of raw rubber keeps anything near 50 per lb there can be no question as to the low price of shares at any time like their present quotations. The question we have to consider is, what would happen if, say, rubber fell to 40 per lb, and then again if it fell lower? Well, if you look up the Mining Lane market quotations of raw rubber, you will to-day (June 20th) see fine plantation quoted at 56d, fine Para at 10s, and a lot of ball and inferior stuff from 5s to 6s per lb. There can be no question that it is simply the high price of these inferior rubbers which enables them to come on the market at all, and should the all-round value of rubber fall by some 50 per lb these rubbers must altogether disappear from the market; for their price would drop to a figure that would give no margin of profit to the collectors, and the disappearance of these low-grade rubbers would give another lease of life, tending to prevent the share price going below a price round about, say, 40 to 50; and at such a rate what would shares like Laggis be paying in the way of dividend?

Well, 25,000 lbs of rubber produced by this company in 1908 and sold at 45 per lb, a 60 per cent. dividend was declared, with a cost of manufacture of about 15 per lb. This year Laggis look like producing 50,000 lbs of rubber (their official under-estimate is 50,000), the cost of marketing has come down in 1909 to about 15, and making all allowance for 1910, on a 45 per lb basis, over 10 per lb would be saved in selling commission alone. Allowing for a normal decrease in the cost of production as the poundage per tree increases, I think it may safely be taken that if the price of raw rubber dropped to, say, 45 per lb for 1910, this company could put rubber on the market at a cost of 10 per lb; so that the Laggis profit would work out at something like 35 per lb, against 25 per lb in 1908. Or on an average gross selling price of rubber for 1910 of 45 per lb Laggis could pay a 275 per cent. dividend in 1910. Taking Laggis shares as being 3 times their original value, a present investor would be getting, say, 9 per cent. on his investment; and when one considers that at 75 per lb a dividend of 54 per cent. could be declared, giving a return on present values of nearly 30 per cent, I do not think you can find a share in any other market which promises anything like a similar return, and especially when it is borne in mind that Laggis will shortly possess a reserve fund of nearly £370,000 made up as follows:—

Value of 45,000 Kamuning B shares..... £25,000

By previous sale of 60,000..... 100,000

Cash received from Kamuning Co..... 25,000

£370,000

From which a further considerable revenue can be expected; and note that before the average price of rubber for 1910 could work out at 45 per lb, the price of raw rubber from now onwards to the end of the year, would have been considerably below 25 per lb, so that, as far as this year's production alone is concerned, present investors in the shares stand on a value, as the saying is.

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## Intimation.

Powell's  
Alexandra  
Buildings.ARE  
PRODUCERS  
OFTHE MOST  
UP-TO-DATE  
TIME AND  
LABOUR-SAVING

DEVICES.

IN  
MODERN  
OFFICE  
FITTING.FILING  
CABINETSWith nests of  
drawersSUITABLE FOR  
Every Description  
of  
NUMERICALand  
ALPHABETICAL  
FILING.DESKS,  
CHAIRS,  
TABLES,  
BOOKCASES,  
CUPBOARDS, &c.

PARTICULARS ON APPLICATION.

W.M. POWELL,  
LTD.  
HONGKONG.

Established 1878

## NEW WAR INVENTIONS.

EXPERIMENTS WITH WIRELESS ELECTRICITY.  
FALLOON AND TORPEDOES.

For two years past, in a secluded part of Dagenham Dock (on the London and Tilbury lines), secret experiments have been carried on in respect to an intricate and dirigible balloons controlled by wireless electricity. Recently, for the first time an opportunity was given to representatives of the Press of witnessing the results of the experiments, and a submarine and a dirigible balloon controllable by wireless electricity were shown; and, in the case of the dirigible balloon, a demonstration was given of the absolute submissiveness of its various parts to the action of the wireless electricity. Included in the party was Major Buckley, military adviser to the Federal Forces of Australia, who was present in a private capacity. The inventor who has been conducting these experiments is Mr. A. G. Roberts, a well-known Australian engineer, who was formerly chief electrician to the Perth Electric Tramways. With him is associated Mr. F. J. Haxley, another Australian engineer, and Mr. C. A. Moring, and it is understood that some £30,000 has been expended in connection with the experiments which have extended over several years.

## DIRIGIBLE BALLOON.

The dirigible balloon has an envelope 110 ft. in length and 20 ft. in diameter, and, with the exception of the engines, which are understood to have been specially made for the dirigible, it follows the line of the best French models. Its machinery is electrically connected with the elevating planes and the rudder, and Mr. Roberts the other day, by means of the Herizian waves, showed that he could control the elevating planes and rudder at will. He stood at a coil some distance away, entirely unconnected with the dirigible, and, by operating this coil, showed how the electrical waves so acted on the machinery as to move it in any direction desired. The inventor was put to a severe test, but he was able to demonstrate absolute control over the working parts of the dirigible by means of the electrical waves. Mr. Roberts also showed how, by merely touching the coil, a bomb could be discharged from the dirigible at any given place.

## SUBMERSIBLE TORPEDO.

Mr. Roberts then showed the party his submersible torpedo, which, he claimed, could be kept under absolute control by the Herizian waves. If the torpedo missed its object, it could be guided until it struck home. The torpedo was not shown in working order, but a motor launch, in which passengers were taken, was sent out on Dagenham lake, and its movements controlled by the inventor's wireless plant on the bank. The inventor also showed an aeroplane with automatic stability, which could be similarly operated by wireless electricity. These aeroplanes, claimed the inventor, were not dependant on the state of the weather, and could be released from them in the same manner as from the dirigible.

## TRAFFIC IN PLUMES.

CRUEL AND ILLEGAL PRACTICES OF THE  
FASHION FEATHER TRADE.

Some startling figures regarding the slaughter of birds for the Paris and London millinery markets were given last month before the Seaboard Society meeting in the Civil Service Commission Theatre, Burlington gardens, when Mr. James Buckland spoke on "The traffic in feathers and the need for legislation."

The bird life of the world, he said, was being reduced at an alarming rate by this traffic.

During 1898 as many as 1,538,738 wivrets were killed in Venice solely for their plumes, and in 1908 the number had fallen to 257,610—the effect of ten years' slaughter.

Besides being extravagantly wasteful of bird life and terribly cruel, the plume trade was aggravated by illegal practices. Although in 1903 the Government of India passed a law prohibiting the export of the skins and feathers of all wild birds, the most useful and beautiful birds continued to pour into the London market, being clandestinely conveyed out of India under fictitious names and addresses.

The feather dealer, once selected, devises routes by which to send his contraband goods to London, a route much favoured being Penang. If he had prohibition of importation, whereby a second check would be put upon the smuggler at the British Customs House, none of this could occur. The humming bird was protected by law throughout Great Britain's possessions in the West Indies, but local protection orders were of no avail.

So far this year three plume sales had taken place in London, but the catalogues contained references to over 25,000 birds. No better instance of the destruction of species for the millinery market could be given than the massacre of the above birds of the United States Atlantic coast.

How bitterly the agents of the feather dealers resented the check upon their action was shown by the fact that quite recently three of the wardens of the established reservations had been murdered while in the discharge of their duties.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Ombre and Gollars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any FARM or other ENVELOPES to be made, and for the Children of the Poor Schools, who are taught by the Sisters.

Telephone and Bell

## Intimation.

## SAINT-RAPHAEL

## TONIC, RESTORATIVE, DIGESTIVE WINE.

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Consequence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP OF THE UNION DES PROPRIETAIRES.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT, cordial which surpasses all others by its purity and faultless preparation. To be taken on a jump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

04.0830K MA013332 & Co., Hongkong.

## Auction.

BY ORDER OF THE MORTGAGEE.

## PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by

## PUBLIC AUCTION.

ON

## FRIDAY,

the 29th day of July, 1910, at 4 o'clock in the afternoon, at the Sales Rooms, No. 5, Des Vaux Road Central (corner of Ice House Street), Victoria, Hongkong,

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY situate at Victoria, aforesaid, viz.:

ALL THAT PIECE OR PARCEL OF GROUND situate at Victoria, aforesaid, registered in the Land Office as TRILE REMAINING PORTION OF INLAND LOT No. 38 Together with the buildings thereon known as Nos. 3, 5, 7, 9, 11, 13, 15 and 17, Cross Street, 27, 29, 31 and 33, Stone Nullah Lane and 28, 30, 32 and 34, Tai Yuen Street. Area 11,599 square feet. Term 999 years from 16th March, 1855. Appointed Crown rent \$138.00.

The property is more particularly delineated on a plan thereof which can be inspected at the Offices of Messrs. Johnson, Stokes and Master, Solicitors to the Vendor.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER, Princes Buildings, Ice House Street, Solicitors for the Vendor, or to

Messrs. HUGHES & HOUGH, the Auctioneers.

Hongkong, 19th July, 1910. 1493

## For Sale.

FOR SALE

AT

GRACA &amp; CO.

17, DES VAUX ROAD.

## ASIATIC POSTAGE STAMPS

and

## VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single. Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910. Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweeters, Magnifying Glasses, Perforation Ganges.

Novels. Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendant Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

## MANILA CIGAR AND

## CIGARETTES.

&c., &c., &c.

Inspection invited.

Hongkong, 12th January, 1910. 151

## F. BLACKHEAD &amp; Co.,

SHIPCHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

## SOLE AGENTS FOR

HARTMANN'S BAKING POWDER

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

F & O. SPECIAL LIQUOR BOOTHS

WHISKY, &c.

EVERY KIND OF

SHIP STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th March, 1910. 149

## Public Companies.

THE WEST POINT BUILDING

COMPANY, LIMITED.

A N INTERIM DIVIDEND of Dollars 1.50 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Co's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th July, to FRIDAY, 29th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary, the Hongkong Land Investment Company and Agency Co., Ltd., General Agents for The West Point Building Co., Ltd.

Hongkong, 12th July, 1910. 1483

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

A N INTERIM DIVIDEND of \$5.50 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th July, to FRIDAY, 29th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 12th July, 1910. 1484

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 9th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th July to 9th August, both days inclusive.

By Order of the Board of Directors, JOHN ARNOLD, Acting Secretary.

Hongkong, 12th July, 1910. 1485

## Intimations.

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

A TOO STABLE.

LEIGHTON HILL ROAD.

(next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES: At the Stables or anywhere in Hongkong, \$2 per animal.

At Kowloon, \$3 per animal.

A TOO STABLE.

Leighton Hill Road.

Hongkong, 23rd March, 1910. 1472

## KWONG FUNG YUEN,

HEAD OFFICE—No. 85, Des Vaux Road West

TIMBER YARDS—Kowloon Town.

TIMBER MERCHANTS,

SAW MILL OWNERS,

AND GENERAL CONTRACTORS

to H.B.M. Naval and Military Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yucca, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions.

Inspection invited to the Yards.

Best Terms.

Quick delivery.

LEUNG TAI, Managing Director.

Hongkong, 14th January, 1910. 147

## HONGKONG AVERAGE MARKET PRICES.

Corrected 22nd July, 1910, 100 lbs. per 5 Mts.

## BUTCHER MEAT.

Corrected 22nd July, 1910, 100 lbs. per 5 Mts.

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## Intimation.



**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

**WATSON'S**  
**E**  
VERY OLD LIQUEUR  
**SCOTCH**  
**WHISKY**

A Blend of the Finest Pure Malt  
Whiskies distilled in Scotland

OR  
**GENUINE AGE**

AND  
**FINE MELLOW**  
**FLAVOUR.**

Robert Porter & Co.'s

**BULL DOG**  
BRAND

**GUINNESS' STOUT**  
in PINTS and SPLITS.

**A. S. WATSON & CO.,**  
LIMITED.

ALEXANDRA BUILDINGS.  
Hongkong, 7th July, 1910.

## BIRTHS.

On July 11, at Shanghai, the wife of A. L. Brandt, of a daughter.  
On July 16, 1910, at Shanghai, the wife of Morris Koppel, of a son.  
On July 17, 1910, at Tsingtao, to Mr. and Mrs. Dettall, of a daughter.  
On Sunday, July 17, 1910, Shanghai, the wife of G. Grayrigg, of a daughter.

## The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 22, 1910.

## OPIUM "PLANTING."

In a special article in our columns yesterday a contributor pointed out the unfair operation of the opium laws, and the hardship suffered by ship captains who, through absolutely no fault of their own, are fined heavily because some cunning smuggler has succeeded in evading his vigilance and that of his officers, and has hidden away a quantity of opium or other prohibited drugs in some part of the ship, and finding that he can make more money by betraying his associates, turns informer, and denounces the hiding place to Customs' officers who obtain credit for their marvellous cleverness in detecting it. On the 28th of May we noticed the case of the *Hong Moh*, in which a Captain who was well known to be incapable of breaking the law, who indeed has repeatedly discovered smugglers and handed them over to the Preventive Officers, who was admitted by the authority who heard the case to be without blame in the matter, was published, was actually fined, as if he had been a criminal. We protested then against the system described in our article yesterday, and we suggested that it be judiciously changed. The truth is that the law, as it at present stands, is "hitting the wrong dog." This most acute watchfulness, the most untiring care, and of no avail against those dark ways which the Oriental uses to circumvent the white men of the West. A Chinese steamship owner said to a representative of the *Hongkong Telegraph*: "Everyone knows me, and that I have made my money honestly. I have no need to be a small man and break the law and do bad things and smuggle opium in order to make a few dollars. All the English people who know me know that of course. But if I wanted to be a mean man and to do those curious things I could certainly smuggle forbidden stuff into our ship, my ship, and this captain would never know. He could never find out. If I wanted to do so." When asked how it was that another Chinese owner, just as respectable as he was, had been fined because opium had been hidden in his ship, he replied that the owner was not to be blamed. He was

as innocent as the innocent Captain who was fined. But in spite of every precaution some smuggling was always possible. We suggested that the informer should be required to divulge a great deal more than merely the hiding place of the smuggled commodity. He said that "it was the business of those who made the laws to see to that." We must again lay stress on this, the only possible way out of an *impasse* that is a disgrace to our laws. The informer that is a disgrace to our laws, the informer that is, of course, almost invariably one of the criminals. For that these opium smugglers are generally of the criminal class, the cleverest and least often discovered of the secret criminal class of the Far East, no one who really has actual knowledge and experience will deny. The informer, seeing his way to make a much better thing out of the venture by adding the sin of treachery to his other villainies, (provided always that he can manage it without risk), takes care to cover himself from detection by his associates, and cynically betrays, for money, to the Preventive Officers, the secret he had himself helped in making. If a rule were made that in such a case the informer should not receive a single farthing of pay for his villainy unless he confessed the names of every one of his confederates, far more would be done to check smuggling than the present stupid and unjust law which strikes the innocent and rewards at least one contemptible and traitorous scoundrel. If it be objected that if informers be required to divulge the names of their associates, that useful class of human beings will no longer be useful to the Preventive Officers—we reply that this is an excuse which is most unworthy of any Government servant to make, and reflects on his ability, his fitness for the work he is paid to do. To assert that it is better to inflict a heavy punishment on an innocent man, a man proved and known to be innocent, for a crime he did not commit, and did his very best to prevent, rather than to incur the trouble involved in protecting an informer, or in devising means for his protection, is to make a confession of supine impotence.

## LOCAL AND GENERAL.

MR. F. A. Mackenzie, who has been deaf and dumb since his birth, has secured the degree of Bachelor of Arts at Cambridge University.

DURING last year 1,454 deeds and documents were registered in the Land Office under the provisions of Ordinance No. 1 of 1844 affecting 2,591 lots of land.

We are informed by the Chinese Engineering and Mining Co., Ltd., that the total output of the Company's three mines for the week ending July 2, amounted to 28,467 7/10 tons and the sales during the same period to 28,310 26 tons.

ONE year's hard labour and four hours' stocks was awarded a carpenter at the Magistracy this morning for returning from banishment. The defendant was also fined \$35 or one month's hard labour for being in possession of a quantity of counterfeit coins.

THE total area of land sold and granted on lease in Hongkong and the New Territories during 1909 was 284 acres 3 roods 27 1/2 poles, of which 220 acres 1 rood 21 poles was in respect of lands dealt with by the district officer. The total area resumed was 210 acres 2 roods 37 poles, leaving 74 acres 0 rood 3 1/2 poles additional land granted during the year.

WHEN the Government tender *Stanley* went round yesterday morning to Shaoh-ki-wan Bay to pick up the tow rope from the Chinese junk which she rescued on Monday last, as fully reported in these columns on Tuesday, the junk was seen hauled up on the slip undergoing repairs. As soon as the owner of the junk, whose face is distinguished by the absence of a nose, saw the master of the *Stanley*, he and his crew rushed up to Capt. Willoughby and again performed the obsequious ceremony of *kowtow* for their deliverance. Their profusion of acknowledgments was a pleasing trait to observe in persons of Chinese race who have been wrongly credited with a lack of the sense of gratitude for favours received.

ONE thing we might learn, says a London contemporary, by the way, from the Chinese methods of cooking, employed at a restaurant recently opened in the West End, and that is to utilise some of the varieties of edible seaweed to be found round our coasts. In China and Japan a large number of tempting dishes are made out of seaweed, and some of these would possibly appeal to the Western palate. A society formed in the United States to popularise seaweed as food has gained many adherents; and the banquet it organizes at which nothing but seaweed is served are always largely attended. For many years past large quantities of the seaweed known as Irish moss have been regularly shipped from Ireland to New York, which is used in the manufacture of blancmange and similar dishes.

THE Antwerp rubber market in May showed sales amounting to 116,663 kilograms, as compared with 433,610 kilograms in May and 361,740 kilograms in May, 1909 and 1908, respectively. The stock of rubber at the end of the month, according to Messrs. Grisar and Co.'s circular, from which we quote, was 543,893 kilograms, 689,338 kilograms and 771,577 kilograms at end May, 1910, 1909 and 1908. The arrivals since January 1 have amounted to 1,659,607 kilograms, of which 1,199,338 kilograms Congo and 359,669 kilograms others; since this year, against 1,443,350 kilograms and 1,559,791 kilograms, totals in 1909 and 1908, respectively. The sales since January 1 to end May amounted to 1,559,336 kilograms, 1,879,977 kilograms and 1,350,779 kilograms in 1910, 1909 and 1908, respectively.

## Operations at Colowan.

## 300 ARRESTS MADE.

MEN SEGREGATED IN MILITARY PRISONS.

(From Our Own Correspondent.)

Macao, 21st July.

Far the most important results of the military operations conducted at Colowan by the Portuguese troops since the commencement of trouble more than a week ago, were achieved today when the Portuguese soldiers in advancing on the more remote parts of the island effected the capture of about three hundred prisoners. It must not be supposed that every one of the men arrested are pirates of the worst dye who had collaborated with the pirates to subvert law and order on the island, or had risen in revolt against Portuguese government in the island. There are many extenuating circumstances to be considered in favour of the so-called revolutionists. In the first place, until the demonstration of Portuguese physical force in the commencement of military operations, the peaceful villagers had not much option in the matter of their choice of allegiance either to constituted and recognised government on the island, or the acceptance of the inevitable domination forced upon them by the pirates, who, caught like rats in a trap, compelled obedience to their mandates on the part of the poor, law-abiding inhabitants of the island. Literally between two fires, they had no option but to throw their lot with the erstwhile dominant authority in the villages, namely, that of their unruly masters who have invited such dreadful retribution over their own heads.

Moreover, as members of unlawful secret societies, the robber band could more easily command obedience to their self-constituted authority at a time when there was little suspicion to arouse the Portuguese authorities to a sense of imminent danger at their very doors. Hence it was possible for the pirate chiefs, through their subservient underlings, to command and enforce obedience from men and women whose refusal at the time must have surely meant instant death.

Alive to all these extenuating circumstances I am glad to learn from good official sources that the local Government will temper justice with moderation and no drastic measures will be resorted to in dealing with the large number of men now under arrest.

Full and minute investigations will be conducted in each case, and, as among such a large number there are surely to be found a good few of innocent men, their freedom from complicity in the recent rising will be treated with adequate leniency. On the other hand, condign punishment will be visited on those whose association with pirates and kidnappers is proven. This is as it should be.

## UNDER MILITARY GUARD.

The prisoners are not detained in the City gaol. The locking up of such a large number of men in the associated cells of the local prison is not without its serious risks and even positive danger, especially when it is considered that among them are to be found criminals of the worst description in China and who have been hardened by brutal deeds of murder and senseless plunder. The wise precaution has been taken of segregating the men in the military prisons in various forts scattered over the Settlement. There is the double security in that the chances of escape are reduced to a minimum and the possibility of a concerted mutiny wholly obviated.

DISTRICT WATCHMAN TURNED TRAITOR.

The story has gained currency that a district watchman at Colowan—known in Macao as *China de quatro*, whose duty it is to patrol his beat and strike the hide-bound Chinese drum to announce his patrol—has been captured by the Chinese in the act of escaping from Colowan. After his apprehension he was questioned by the Chinese officials as to the whereabouts of a certain Chinese woman who was supposed to have been kidnapped. At first, in answer to the usual interrogatives he denied all knowledge of the existence of the woman. Then in the usual Chinese fashion he was threatened with the application of what is known in the United States prisons as the "Third Degree." Further than that, he was told that he would be killed if he persisted in concealing his knowledge of the whereabouts of the woman. Frightened out of his wits the poor wretch made a clean breast of it and owned to the fact that the woman was held a captive in his house at Colowan. Whereupon prisoner was turned over to the Portuguese authorities by whom investigations are to be carried out for the deliverance of the kidnapped woman. The watchman is considered a valuable "prisoner of war" and from whom much information concerning the pirates are expected to be obtained.

## RIFLES ON THE HILLS.

Portuguese soldiers continue to scour the island. Many rifles have been found on the hills. These arms are supposed to have belonged to the pirates who before abandoning them have taken precaution of smearing the barrels.

That there is intention on the part of the Portuguese to continue to hold "the field" is seen in the further transport of ammunition and military supplies daily from Macao to Colowan. The necessity for this is not now very apparent, since after Sunday's severe cannonading by the gunboats *Patric* and *Machu* not a stray shot has again been fired by the Chinese.

## THE NAVAL CORDON.

is still maintained by Commodore Wu's mosquito fleet, whose strength has since been reduced by the departure for Whampoa of the training ship, formerly the *Pedestal*. The Hongkong-built West River patrol boats are quite prominent units by reason of their wireless masts. There were counted not less than three of these gunboats among the Chinese blockading fleet to-day.

The Englishman strongly depreciates the introduction of the Renshi film into India, owing to the racial feelings its exhibition would be likely to excite.

## HONGKONG'S SORROW.

## ROYAL APPRECIATION.

His Excellency the Officer Administering the Government read the following despatch, dated 17th June, 1910, from the Secretary of State for the Colonies, at the meeting of the Legislative Council yesterday afternoon:—  
"Your despatch and its enclosures have been laid before the King who has been greatly touched at hearing of the deep sorrow evinced by the British Chinese and all sections of the inhabitants of Hongkong, and I have it in command from His Majesty to express on his own behalf and on that of Her Majesty the Queen Mother and the other Members of the Royal Family their heartfelt appreciation of the sympathy shown throughout the Colony, and of the dutiful and loyal attitude of all classes of the community."

## GENTLEMAN'S WARDROBE DETAINED.

## BY BOARDING-HOUSE KEEPER.

Before Mr. Justice Hazeland, Acting Police Judge, in the Summary Court this morning, J. C. Clark and Mrs. M. S. Hoy, proprietress of the Wyndham Hotel, to recover the sum of \$1,000. Mr. Otto Kong Sing appeared for the plaintiff and Mr. J. H. Gardiner was for the defendant.

Mr. Kong Sing—This is a serious case. My client's wardrobe has been detained by the plaintiff (Laughter).

Mr. Gardiner—We are willing to hand over the wardrobe.

His Lordship—There you are, Mr. Kong Sing.

Mr. Kong Sing—There's a provision (Laughter).

His Lordship—What is that?

Mr. Kong Sing—On payment of some monies.

Mr. Gardiner—We have a lien.

His Lordship—Oh, no, I can only allow it by consent.

The case was adjourned.

## A SOLICITOR'S "HARDIHOOD."

## AMUSING SCENE IN THE SUMMARY COURT.

Before Mr. Justice Hazeland, Acting Police Judge, in the Summary Court this morning, S. Montrie and Company, Limited, sued R. F. Daly to recover the sum of \$167.80.

Mr. Hind asked for a week's adjournment.

Mr. Goldring said that since his friend had the hardihood to ask that (Laughter) he wished a date to be fixed for the hearing of the case. His friend had caused him considerable delay and got nothing from him but a shifty verbal undertaking. His friend had no defence.

Mr. Hind—We have an absolute defence. The action is one for goods sold and delivered and if there's anything due at all it must be due under a guarantee. I'm entitled to at least one week's adjournment to allow me to go into the case.

Mr. Goldring—That's the usual practice but the circumstances in this case are peculiar.

Mr. Hind—I beg my friend's pardon. My friend wanted a personal undertaking from my client.

Mr. Goldring—I did not.

The case was adjourned.

## TYPHOON SHELTERS.

## MONKOKTUI BREAKWATER.

The following references to the typhoon shelters in Hongkong harbour appear in the report of the Director of Public Works for 1909 just published:—

Dredging for the foundation trench of the breakwater was continued and was nearly completed. The quantity dredged during the year was 256,000 cubic yards, of which 207,000 had been done by the end of July when the dredger was placed in the hands of the Government Marine Surveyor with a view to the execution of any necessary repairs.

The vessel was docked at Taikeo Shipyard on the 9th of September for a complete overhaul to her hull and, after coming out of dock but whilst still in the hands of the Shipyard Co., was driven ashore during the typhoon of the 19th October close to the Taikeo Sugar Refinery. She was refloated on the 30th October and was found to be but little damaged, the extent of her injuries being a few bent plates which were taken off, straightened and replaced. She resumed work on the 29th November, after an interval of fully 31 months.

An Ordinance authorising the construction of the breakwater and other works was passed by the Legislative Council in November under the title of "The Harbour of Refuge Ordinance 1909."

Negotiations were in progress with the lessees of Kowloon Marine Lot 32 with regard to the arrangement of a reclamation adjoining their lot, which it was considered advisable to make on account of a dangerous rocky shoal near the Northern entrance to the harbour, but these had not reached a conclusion by the close of the year.

1909. Estimates, \$300,000. Total estimates, 1909. Expenditure, \$22,221. By-laws.

CAUSEWAY BAY TYPHOON REFUGE.

Deepening shallow area to one foot below Ordinance Datum.—Reference was made in last year's report to the commencement of this work, which was undertaken in accordance with the recommendation of the Public Works Committee (vide minutes of meeting held on 4th January, 1908). The work was nearly completed, 90,000 cubic yards of material being removed during the year. A portion of this material, amounting to 34,000 cubic yards, was utilized in reclaiming an area of foreshore between Marine Lot 25 and Island Lot 158, extending to 90,570 square feet in area. The reclamation is protected by a rubble mound faced with a pitched slope.

1909. Estimates, \$25,000. Total estimates, 1909. Expenditure, \$2,000. Expenditure to 15/10/09, \$2,000.

A. J. WALTON, Chief Engineer on board the *Charles Hardwick*, was charged before Mr. J. Wood at the Magistracy this afternoon with alleged assault on a Chinese foreman employed in the Taikeo shipyard. The summons was dismissed.

## PAYMENT BY INSTALLMENTS.

SOLICITOR SAYS INSTALLMENTS WOULD TAKE ONE AND A HALF YEARS.

Before Mr. Justice Hazeland, Acting Police Judge, in the Summary Court this morning a Chinese clerk was sued by a Sikh money-lender for the sum of \$350 due under a promissory note.

Mr. W. B. Hind on behalf of the defendant submitted that his client was willing to consent to judgment for \$150 without interest.

Mr. Gardiner agreed.

Mr. Hind—I ask your Lordship to make an order for payment of \$5 a month.

Mr. Gardiner—I would ask for larger sums. Even at the rate of \$10 a month it would take one and a half years.

Mr. Hind—Defendant is only a clerk and earns \$15 a month.

Mr. Gardiner—Defendant gets \$45 a month.

Mr. Hind—As a matter of fact, I don't know what his salary is. He told me he got \$15 a month. Your Lordship must not only consider the amount of the instalment but you must also take into consideration whether after deducting the amount of the instalment from his salary, my client's salary will be sufficient for him to live upon.

His Lordship made an order for payment at the rate of \$10 a month.

Mr. Gardiner—Subject to the usual order, of course.

His Lordship—Yes.

Mr. Hind—I don't know what the usual order means.

His Lordship—It means that in the event of your client failing to pay any of the instalments, judgment will be entered for the full amount.

## NEW TERRITORIES.

## SALE AND REGISTRATION OF LAND.

The major portion of Mr. G. H. Wakemans' report for last year as land officer is devoted to the New Territories. It states:—

The sanction of the Secretary of State was obtained during the year to dispense with the practice hitherto in force of holding an auction for every small piece of Crown Land granted on a longer lease than 5 years in the case of building lots not exceeding 1,000 square feet or agricultural lots not exceeding 1/2 of an acre when the Land Officer certifies that there is no probability of any competition and that the applicant is the only person interested and that the land is required for bona fide Chinese occupation, and there is no probability of much development in the neighbourhood. By this means a considerable saving of expense has been effected in advertisements.

Rules requiring the registration of graves have been made by which it is hoped the many disputes regarding graves and grave sites may be lessened.

The system of issuing annual or 5 years leases of waste lands for agricultural purposes at double the usual Crown Rent to persons who were unable or unwilling to pay a premium and take up ground on leases, which was sanctioned at the end of 1908, has been much appreciated. Many such leases in which suitable provision is made for the compensation of tenants in the event of their leases being determined have already been applied for and granted.

Owing to the difficulty of access the portion of the Northern District known as the Hang Hau Peninsula to Junk Bay from the District Office at Tai Po, it was decided to transfer this area to the Southern District Office at Hongkong and the necessary transfer has now been carried out.

The provisions of the Foreshores and Sea Bed Ordinance, 1901, necessitating advertisements in the *Gazette* of every small plot of foreshore in the New Territories having been found to hamper sales of land owing to the cost of advertisement frequently exceeding the purchase money of the land, Ordinance 41 of 1909 was passed exempting lands in the New Territories from the provisions of the Ordinance as regards notices of the sale, the provisions of the Ordinance regarding posting of notices on the land which alone are likely to be seen by the inhabitants still however continue in force.

In order to shorten notices of sales in the *Gazette* special conditions of sales were drafted to meet all ordinary cases; these conditions are now referred to only by number.

As part from the portion known as the Southern District Mainland to which district fees for registration are already charged under the Order in Council of 17th August, 1908, it is considered that the time has not yet arrived when the fees for registration can be charged without the disadvantage of preventing registration.

In accordance with the promise made by His Excellency Sir Matthew Nathan not to increase the Crown Rent of lands held by the original leaseholders after the expiration of the first 10 years of the lease a notification was issued in June stating that the Director of Public Works had fixed the rents originally payable as those to be paid during the remainder of the unexpired leases, which are mostly for 75 years expiring 30th June, 1975.

As it was found that it was necessary for the proper working of the Southern District including Lantau and the other islands that a Land Bailiff should be appointed, Mr. R. H. Craig was temporarily appointed to that post during the year and arrangements made for a permanent Bailiff to be appointed during the ensuing year.

Mr. D. W. Traiman, Assistant Land Officer, was transferred from the Southern District to the Northern District in May in the place of Mr. S. B. Ross who was appointed to act as District Officer and Mr. G. N. Orme reverted to his substantive post as Assistant Land Officer for the Southern District. Mr. A. R. Wallington, one of the Land Bailiffs for the Northern District, absconded on 30th June and has not since been heard of. Mr. W. J. Ussin was appointed to succeed him on the 1st August following.

## HONGKONG GYMKHANA CLUB.

## EXTRA MEETING.

The programme of the extra gymkhana meeting to be held at the Happy Valley on Saturday, 6th August, 1910, (weather permitting), is as follows:—

FIVE FURLONGS FLAT RACE HANDICAP.—For all ponies which have started at Gymkhana meetings this season and have not won. Jockeys who won more than 5 races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. First prize: Presented, and prize \$35. (Entrance fees to go to winner.)

THREE QUARTERS OF A MILE FLAT RACE HANDICAP.—For subscription geldings of the seasons 1908-1909 and 1909-1910. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee \$5. First prize: Presented, and prize \$25. (Entrance fees to go to winner.)

ONE MILE DIVIDED HANDICAP.—For all Chinese ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee \$5. First prize: Presented, and prize \$25. (Entrance fees to go to winner.)

Entries will be divided into two classes. If thought advisable by the handicappers.

LADIES' NOMINATION RACE "THE COME-LEAVE-ANGLER." STAKES.—Gentlemen competitors will start from a given point mounted on Chinese ponies and will ride to another given point where they will hand ponies to mafoos and dismount. Each competitor will carry a fishing rod. On dismounting he will run to a third given point with fishing rod, where his lady nominatrix will be awaiting him. He will hand fishing rod to the lady who will proceed to a "lake" where she will fish as directed. On catching fish, lady will run about ten yards to the judge, carrying her fish on her hook as caught. Lady first reaching judge with fish on hook as caught to win. First, second and third prizes presented by the Gymkhana Club. No entrance fee.

TENT PEGGING IN SECTIONS OF THREE.—Open to teams, mounted on Chinese ponies, and composed of any three members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition and at the conclusion of the season a trophy will be given to the team which scores the highest aggregate of points at all meetings included. In competing for the small cups a competitor need not necessarily represent the same team on each and every occasion, but if competing for the aggregate trophy he can only represent one team during the season, that is to say, he must continue to compete for the team first selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate trophy two at least of the members composing the winning team must have competed in not less than three competitions. Entrance fee \$1 each man each Gymkhana.

The committee of the Gymkhana Club will appoint a judge who will judge this competition throughout the season and whose decision shall be final. In the case of illness or absence of any judge appointed the committee shall appoint a substitute.

## COLLISION BETWEEN STEAM LAUNCHES.

## INQUIRY AT THE HARBOUR OFFICE.

Before Hon. Commander Basil Taylor, R.M., Harbour Master, in the Marine Court this morning, an inquiry was held into the circumstances attending a collision between the steam-launches *Polar Star* and *Marlow* on the 15th instant. The inquiry was instituted at the instance of the Chief Resident Engineer of the Kowloon-Canton Railway.

Tai Ping, master of the *Marlow*, stated that at 8.15 a.m. on the 15th instant, he was going from Hongkong to Tai-kok-shui. When off West Point pier, he saw the *Polar Star* leaving her pier. A small boat got in his way and he ported to clear her. She was on his port bow when he first saw her close to him. When the *Polar Star* showed off, he was less than one boat's length off her bows and steering across. He considered that the *Marlow* was in fault, she was obviously cutting corners. It was his duty to keep clear and she failed to do so.

The certificate of the coxswain of the *Marlow* was ordered to be suspended for two months, the coxswain to pass again in the Rule of the Road examination before the return of the certificate.

## SORROWS OF A BORROWER.

## APPLICATION TO INCREASE INSTALLMENTS.

Before Mr. Justice Hazeland, Acting Police Judge, in the Summary Court this morning, Mr. Gardiner made an application for an increase of the instalments which were ordered by the Court to be paid by an aged Chinese woman.

Mr. Harris—My client is already paying instalments to the plaintiff on another judgment. Mr. Gardiner—She has been signing these documents indistinctly, she borrowed the money whenever she required it.

Mr. Harris—These money-lenders take a certain amount of risk.

Mr. Gardiner—The defendant can pay the money.

Mr. Harris—Will your Lordship grant my friend liberty to apply if he finds out that my client has money?

Mr. Gardiner—The defendant must have made representations to my client at the time she borrowed the money.

His Lordship—You mean she obtained the money under false pretences? Mr. Gardiner—She certainly said she had money. The case was adjourned.







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	ORIGIN AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROX. MAY DIVIDEND AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,028,988	2 1/2% for half year ending 31.12.09 @ 2 1/2% 1/2% = \$15.11	5 %	\$950 buyers \$69 10/
National Bank of China, Limited .....	99,925	£7	£6	£4,000 \$500,000	\$30,558	2s (London 1/6) for 1909 .....	...	\$76 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	\$1,500,000 \$54,881 \$500,000	none	5s for 1908 .....	6 %	175 sellers
North China Insurance Company, Limited .....	10,000	£15	£5	Tls. 225,000 Tls. 115,513 Tls. 140,180	Tls. 207,578	Final of 7/6 making 15/- for 1908 .....	5 %	Tls. 115
Union Insurance Society of Canton, Limited .....	12,400	\$250	\$100	\$1,000,000 \$198,848 \$105,240	\$287,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909 .....	6 %	\$840
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	\$1,000,000 \$94,495 \$199,264	\$707,617	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909 .....	7 %	\$200 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	\$1,000,000 \$150,248 \$51,168	\$418,406	\$6 and bonus \$2 for 1908 .....	7 %	\$113 sellers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$1,500,000 \$1,500,000	\$426,218	\$7 for 1908 .....	8 %	\$350 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited .....	10,000	\$25	\$25	\$57,748 \$20,000 \$100,000	Dr. \$3,777	2 1/2% for 1906 .....	...	\$7 sellers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	\$100,000 \$100,000 \$100,000	nil.	2 1/2% for year ending 30.6.1908 .....	...	\$28 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	\$507,500 \$108,545 \$110,100	\$29,766	Final of \$12 1/2 for account 1910 .....	8 %	\$32 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred) .....	60,000 60,000	£5 £5	£5 £5	\$10,000 \$10,000 \$10,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 5/- 154 .....	...	\$65
"Shell" Transport and Trading Company, Limited .....	2,000,000	£1	£1	\$2,000,000 \$71,850 \$62,681	£192,994	2nd 1/2 of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09 A dividend of 7 1/2 % for yr. ending 30.4.1910 & bonus of 5 % .....	5 % 5 % 4 1/2 %	102 1/2 sellers \$24 sellers \$13 sellers
"Star" Ferry Company, Limited .....	10,000 10,000	\$10 \$10	\$5 \$5	...	7,159	...	...	...
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	\$320,000 \$32,000	Dr. \$8,090	\$10 per share for 1909 .....	6 %	\$168
Luxon Sugar Refining Company, Limited .....	7,000	\$100	\$100	none	Dr. \$135,831	\$5 for 1897 .....	...	\$26 sellers
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,102	Tls. 10 for year ending 31.8.09 .....	...	Tls. 825 sales
<b>MINEING.</b>								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	£1,000,000 £4,390	£1,435	Final of 1/6 making 3/- for 1909 .....	9 %	Tls. 16 buyers Pa. 10
Headwaters Mining Company .....	60,000	Pa. 10	Pa. 10	none	none	First year .....	...	...
Raub Australian Gold Mining Company, Limited .....	150,000	£1	£1	£4,371	none	5/- per share 13th dividend .....	5 %	\$7 buyers 41/-
Oriental Consolidated Mining Co., Ltd. ....	500,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15 .....	...	...
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fanwick (Gep.) & Co., Limited .....	18,000	\$25	\$25	\$45,275	Dr. \$3,460	\$1.75 for year ending 31.12.06 .....	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$550	\$50	\$550,000 \$1,093 \$40,000	\$264,847	\$2 1/2 for 1909 .....	4 1/2 %	\$55 sellers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	\$2,000,000 \$221,000	\$138,765	Interim of \$1 1/2 for account 1909 .....	...	\$50
Shanghai Dock and Engineering Co., Ltd. ....	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 607,857 Tls. 50,000	Tls. 6,261	Final of Tls. 3 1/2 making Tls. 6 in all for '09/10 .....	6 1/2 %	Tls. 77
Shanghai and Hongkew Wharf Company, Limited .....	16,000	Tls. 100	Tls. 100	Tls. 607,857 Tls. 50,000 Tls. 185,000	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909 .....	7 %	Tls. 120
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	Tls. 25,000 \$1,000	Tls. 4,314	Tls. 6 for year ending 30.2.09 .....	5 1/2 %	Tls. 101 sellers \$16 buyers
Central Stores, Limited .....	50,123	\$15	\$15	\$751,875 \$1,000	\$1,277	\$2.20 on old and 60 cents on first new issue. \$2.60 on old shares and 1.30 on new shares for half year ending 31.2.09 .....	3 %	\$204 1/2 sellers \$32 1/2
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	\$600,000 \$10,000	\$7,771	Final of \$ 1/2 making 3/4 for year end. 31.1.10 .....	7 %	\$101 buyers
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	\$500,000 \$236,041 \$15,350	\$5,471	45 cents for 1909 .....	6 1/2 %	\$8 1/2 sellers
Humphreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	none	\$269	\$2 1/2 for 1909 .....	8 1/2 %	\$33 s. and 31 d.
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	none	none	Final of 6 1/2 bonus Tls. 1 for 1909 .....	6 1/2 %	Tls. 109
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 300,000	Tls. 63,069	Final of \$1.80 making in all 3.80 per share for 1909 .....	8 1/2 %	\$39 buyers
West Point Building Company, Limited .....	12,500	\$50	\$50	none	\$1,958	...	...	...
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd. ....	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 40,098 \$10,000	Tls. 10,991	Tls. 11 for year ending 31.10.09 .....	8 1/2 %	Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	\$1,250,000 Tls. 175,000	\$3,158	50 cents for year ending 31.7.08 .....	8 %	\$5 buyers
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	none	Tls. 4,178	Tls. 7 1/2 for year ending 30.9.09 .....	12 %	Tls. 57 1/2
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 6 for 1909 .....	7 %	Tls. 70
Soy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 60	Tls. 60	Tls. 120,000 Tls. 11,178	Tls. 11,178	Tls. 25 for 1909 .....	10 %	Tls. 240
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	\$1,500 \$40,000	£648	15 % per share for 1908 .....	...	\$10 buyers
China-Borneo Company, Limited .....	60,000	\$10	\$10	none	NIL	60 cents for 1909 .....	6 %	\$9 1/2 buyers
China Light and Power Company, Limited .....	50,000	\$5	\$5	none	\$61,128	60 cents for year ended 31.3.06 .....	...	\$4.4 sellers
China Provident Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$10	\$1,250,000 \$10,000	£1,002	80 cents for 1909 .....	9 %	\$8 1/2 sellers
Dairy Farm Company, Limited .....	40,000	\$7 1/2	\$6	\$1,000,000 \$13,000	\$1,800	\$1.20 for year ending 31.7.09 .....	6 1/2 %	\$19 buyers
Green Island Cement Company, Limited .....	400,000	\$10	\$10	\$4,000,000 \$5,000	\$4,900	Final of 40 cents making in all 75 cents per share for 1909 .....	10 %	\$6 1/2 buyers
H. Price & Company, Limited .....	12,000	\$10	\$10	none	\$670	24 per cent. vis. \$1.40 for 1909 .....	12 %	\$14 buyers
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	\$600,000 \$15,000	\$15,000	A dividend of \$1.20 per share and a bonus of 10 cents .....	6 %	\$104 buyers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	\$125,000 \$40,000	\$7,626	Final of \$2 for 1909 .....	6 1/2 %	\$155 sales
Hongkong Roys Manufacturing Company, Ltd. ....	60,000	\$10	\$10	Tls. 3,000,000 Tls. 3,000,000	\$3,176	Final of \$1 making in all \$2 for 1909 .....	9 %	\$21 sales
Manichapoli & Co. (Mijir) Borch en Landbouwen plaatse in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	Tls. 6,250 \$20,000	Tls. 216,682	2nd interim dividend of Tls. 2 1/2 for 1909 .....	5 %	Tls. 1,430
Peak Tramways Company, Limited .....	25,000	\$10	\$10	none	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10 .....	5 1/2 %	\$14 sellers \$17.60 buyers
Peak Tramway Company (new) .....	50,000	\$10	\$10	none	Pa. 18,540	None .....	...	\$10 buyers
Philippine Company, Limited .....	75,000	\$10	\$10	Tls. 7,500,000 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908 .....	2 %	Tls. 240 sellers
Shanghai-Sumai Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	none	none	First year .....	...	\$35 sellers \$600 Hongkong currency
Societe des Pulpes et Papeteries du Tonkin .....	13,200 Benefit shares 1,200	50 Halpang Nominal	25 Currency	none	none	None .....	...	\$26 buyers \$5 buyers
South China Morning Post, Limited .....	6,000	\$25	\$25	none	Dr. \$11,096	10 % for year ending 31st May 1910 .....	12 1/2 %	\$7
Steam Laundry Company, Limited .....	20,000	\$25	\$25	none	\$11,956	60 cents for year ending 31.12.08 .....	8 %	\$7
Union Waterboat Company, Limited .....	50,000	\$10	\$10	\$500,000 \$45,000	\$421	60 cents per ord. share for year ending 31.3.09 .....	5 %	\$12 1/2 sellers
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$10	none	\$1,441	35 cents for 1909 .....	11 %	\$3 sellers and 1 \$6 1/2 buyers
Watkins Limited .....	10,000	\$10	\$10	\$100,000 \$5,000	\$2,012	None .....	...	\$2 1/2 sellers
Watson (S.S.) & Co., Limited .....	50,000	\$10	\$10	none	\$781	None .....	...	...
William Powell, Limited .....	15,000	\$7	\$7	none	...	...	...	...

## Intimations

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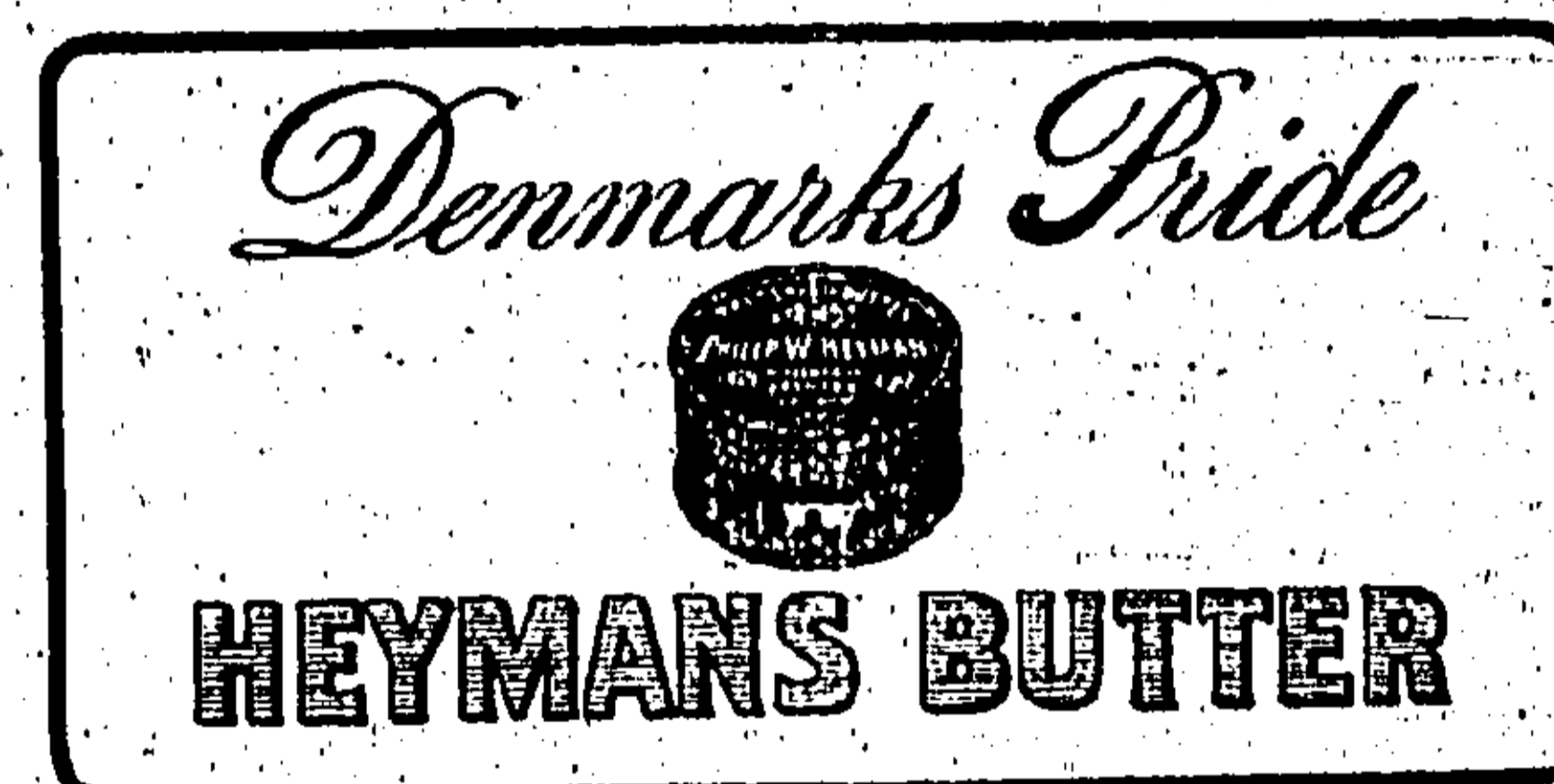
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BUSINESS COMMENCES

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Hongkong, 11th July, 1910.

1477

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# The Hongkong Telegraph

## MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 8263

號六十月六年二統宣

FRIDAY, JULY 22, 1910.

五拜禮

號二十月七英曆西

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#### BIRTHS.

At Hecm, Canton, on the 20th inst., the wife of H. D. NORONHA, of a Son. (48)  
On July 11, at Shanghai, the wife of A. L. Brandt, of a daughter.  
On July 15, 1910, at Shanghai, the wife of Morris Koppel, of a son.  
On July 17, 1910, at Tsingtao, to Mr. and Mrs. Decari, of a daughter.  
On Sunday, July 17, 1910, Shanghai, the wife of G. Graydon, of a daughter.  
On July 5, at Chinghai, Edward S. Woolley, of a son, named "Kingsley." Aged 35 years.  
On July 11, 1910, suddenly, at Shanghai, Home, George Somerville, of Crouch End, London, aged 33 years.  
On June 18, 1910, at Wimbledon, Surrey, Minnie Blount, the beloved wife of John Wright, late of Shanghai. Aged 45.  
On July 1, 1910, suddenly, at Shanghai, Albert Edward Reed, aged 49 years.  
On July 14, 1910, at Shanghai, Maria Jose, the beloved wife of A. R. de Sousa, after a short illness, aged twenty-nine years.  
June 18, at London, Florence Beatrice, wife of William Rees Morgan Davies, K.C., Attorney-General for Hongkong, D.L.J.

#### NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Home Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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### The Hongkong Telegraph

#### MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, JULY 22, 1910.

#### RUBBER AND PERUVIAN RAILWAYS.

(16th July.)

A little, but only a little, has been heard in the outer world about the new railways which are to connect the rubber grounds of the tributaries of the Amazon with the Pacific Coast. The Central Trans-Andean railway starts from the port of Callao and runs through Lima and the coast region till it mounts the Andes and pierces that range at a height of over fifteen thousand feet through a tunnel more than a mile long. At Oroya, 136 miles further on, it separates into two branches, one northward to Pasco, and one southward to Jaen and Huancayo. These two lines are of the very greatest interest. They penetrate right into the rubber country. Starting from Callao on the Pacific coast this railway has at its back a third part of the country. It is destined to be the principal artery of the Andean railway system. Few countries possess a system of navigable rivers such as those of Peru. There are more than 15,000 miles of tributaries of the Amazon navigable by steamers of four feet draught and over in Peruvian territory. The route of the railway takes it to the port of Cumana on the river Ucayali, which is the channel of greatest commercial activity, next to the Amazon, in Peru. (On this river are the ports of Contamana and Masisca, various small towns and rubber estates, where the vessels which do the river traffic are in the habit of stopping for merchandise. Steamers up to 400 tons belonging to business firms of Iquitos on the Marañon ply between that port and Contamana, seven hundred and fifty miles away. Iquitos is the capital of the Department of Loreto, and it is the centre of an enormous rubber trade, which is now occupying the attention of great European and American financiers. A glance at the map will show what a revolution in the rubber trade will be created by the safe carriage of rubber by rail across the Andes to a Pacific port instead of the present casual and wasteful transport by river across dangerous rapids and over thousands of miles along the Amazon river, through Brazil, to Pará. The new Southern Trans-Andean Rail, which unites Pará, a port of growing importance on the Pacific Coast, with a port on the Marañon, thus placing in direct communication the richest rubber district on earth with the Pacific Ocean. There is also an inter-Andean section of the Southern Railway, which with a basis, between Puno and Cuzco, penetrating into the hollows of the River Madre de Dios and of the river Urubamba where rubber is indigenous and apparently inexhaustible.

#### OPINION.

(18th July.)

To our bitter regret we find ourselves forced to take notice of the commission in Hongkong of two of the four great sins which cry to Heaven for vengeance. We have little sympathy for employees who only work in their spare time, and to whom the realities of life are most apparent at one of the four private bars in a radius of less than a thousand yards. At least innocent places, too, they appear to appreciate the *joie de vivre*, but in their employer's office never. "Why should I," said one of these half-men, "why should I do more work than I am paid for?" To us it seems that he is condemned out of his own mouth. "The talk of the lips of a fool tendeth only to penalty." It is a pity that in Hongkong so many people who complain of the expensiveness of life should eat too much, drink too much, dress too much, loaf too much, and talk too much nonsense. In an office a sudden rush of business comes in, every employee worth his salt ought to, and will, cheerfully work away, no matter how late the hour, and he will never think of being paid "overtime" for it. We cannot imagine a man who is a gentleman or aspires to be a gentleman or even one who only thinks he is a gentleman being so base and unworthy as not to be willing to work an hour or two extra in case of need, without meanly clamouring to be paid for it. But there is another aspect of the subject of working "overtime." The law of contract and the custom of merchants control both the time and wages of employer and employee. A seaman, for instance, has no "hours of work." He is on duty all the time, and the essence of his contract is that for just so much wages he gives his labour, all his strength and all his knowledge and his skill for the safety of the ship and the success of her venture. A skipper who tried to spur his subordinates to greater effort by promises of extra pay, might find himself a dishonoured man at the end of the voyage. His owners would, and with good reason too, refuse to honour such a promise. Conditions on land are very different. In many offices a man specially contracts to work for so many hours for just so much pay, and the conditions of his service are constant and unvarying. In these large business houses it is customary to pay a clerk for that fixed number of hours. If he is asked to work for more he is, of course, considered as an extra man for the time being, and is paid accordingly. There is a world of difference between heads of Departments, or managers, and mere scoundrels, in this respect. The far more responsible man is far more highly paid, and to him more duration of working hours has no sort of relation to his salary. At the worst

he may swear at pressure of business keeping him in the office till nine, or later, so that his dinner is spoilt, and he has lost his game of bridge. It never occurs to him to make the firm pay him for it. But a poor man with poor pay is under totally different conditions. If he works during hours that are not his employer's hours, and does so for the benefit and at the wish of his employer, the latter must pay him for this extra work. Nothing can be clearer, nothing can be more reasonable, than this. If a man enters upon certain employment on a distinct understanding that any work done by him for his employer over and above that fixed amount for which he is paid fixed wages, will be remunerated at a rate agreed upon, or a rate usual in that kind of commerce or trade, he is entitled by every law to that remuneration. To refuse it to him is robbery. The British Government factories, arsenals, etc., generally pay good wages for those extra hours of work which service exigencies occasionally demand. It is very saddening to see Post Office clerks at an undesired disadvantage in this respect. These servants of the Public enter the Post Office Department on a distinct pledge by the Government of the King that they will be given certain pay, pension and other privileges in return for their services. One of these privileges is the certainty of service, the fixed number of hours, the regularity and order of every condition of duty. If a Government in its half-realized scheme of retrenchment denies to a few clerks a few dollars for working many long hours in a trying climate more than they are paid for, it is exhibiting the characteristics of a thrifty Scotch pawnbroker rather than the dignity and just dealing of a department of the King's Service. If an employee smarting under a sense of ill-treatment should protest, his dismissal has been known to follow and punish his temerity. This is called Oppression of the Poor. Refusal to pay a man the overtime customary in any office or trade or business, when he has worked for his employer's benefit (whether that employer be a Government department or a manufacturing firm or a bank or anything) at all hours and on Sundays as well, is called "Defrauding labourers of their wages." Both these crimes cry to Heaven for Vengeance.

#### PHASES OF PHASES

The innocent always suffer worse pains than the guilty. A gang of detestable bandits have been preying long enough upon the quiet hard working Chinese mechanics who have put much money for many years into foreign pockets. Europeans and Chinese are united in at least one hatred. Pirates are *hostes humani generis*. Who should know more about the "terror by night" and "the destruction that wasteth at noon day" than the suffering people of the Canton River delta, and those whose children have been kidnapped and whose property has been ravaged by those shudders of blood who have dared to add the word "Colowan" to those names which our memory is painfully forced to retain as reminders of the "bitter truth" that there are still in this world murderers, *pauci contemplantes*, demons in human shape. The really honest and virtuous men among the Chinese who still preserve some vestiges of the teaching of the sages of olden time, who have not been "educated up" to the doctrine that justifies any cruelty and any treachery as the means to success, have proved that those of us who were mistaken who imagined that the Chinese had become so oblivious of international justice as cynically to quiesce in an attitude on the wrong side of equity when pirates insolently show their contempt of the King of Portugal and the Emperor of China, and their scorn of the laws of the Manchus, while trampling under foot the most elementary laws of God and man. The Chinese Authorities have agreed for the time being to sink all previous grievances against the Portuguese of Macao. Last week they were at daggers drawn over boundary questions and matters of jurisdiction with these puzzled Lusitanians. Now the Chinese sailors are glad to help maintain the naval cordon for the sake of peace and order. We make no comment on the heart-rending sacrifice of life that this tragic business must, we fear, still continue to incur. A European officer universally respected, and loved by those who are privileged to be his friends, now lies wounded, under the patronage of San Juanario. In all this unhappy picture there is one bright pencil. The Chinese military and naval officials have exhibited an international courtesy, and not only a sound knowledge, but a business-like appreciation of the requirements of international law which is really very comforting, and very consoling at this period of broken Treaties and derided agreements.

#### "HANDY MEN"

(19th July.)

Perhaps some day some painstaking man of genius will collect a list of every case of which he can find authentic record in which a British seaman has rescued his fellow-men without the smallest reward or hope of reward. It would make a book worth reading, and would probably extend to several volumes. It will not, we fear, be written in our time. Most of the compilers of really interesting facts, able to relate them in an interesting manner, are dead. Mr. Frank T. Bullen has told us a few true stories of usefulness at sea, and several of a heroism that makes us pleased to remember that the English are, after all, a nation of seamen. There must be several men in Hongkong with the knowledge and ability requisite for the compilation of an account of life-saving

in Far Eastern seas. Material for such a work, if anything, over plentiful. We publish to-day an account of a sailorly action done by an Englishman, who has no other proved himself useful than such a book as this one we are wishing for would contain at least one chapter about him, alone. We refer to Captain G. L. Willoughby of the tender *Janet*. We trust that he will not fall to see the pertinence of our calling the attention of the public to the fact that not only in these waters, but elsewhere, Captain Willoughby has saved the lives of more than one whole ship's company. When a man of this kind persistently refuses to advertise himself and through what we cannot but call a mistaken though entirely honourable sense of modesty keeps his own achievements and his own personality in the background, it becomes the duty of those who value the fine qualities, the really very fine qualities, of a British seaman, to express something of the pride we have every right to feel in being his fellow-countrymen. A German Emperor, amid the endless duties and harassing anxieties through which His Majesty William II has succeeded in holding his own with a dignity and distinction worthy of his illustrious forefathers, can find time to remember and reward the valour and splendid seamanship of one of his subjects. Every Englishman, and not only every Englishman, but every lover of the qualities of the "handy man" as exhibited by Captain Willoughby will boldly, and without diffidence, express his approval, his admiration, indeed almost his envy of him. And we, with those whose status in life calls them and whose duty requires them, to be advisers to the "Fountain of Honour" will remember, in due time, to recommend that some more signal token, from a higher quarter, be granted to that useful life-saver Captain Willoughby, than the hearty and sincere "Bravo, well done!" of his countrymen's appreciation.

#### "WISH IN THEIR OWN CONCIER"

When did Hongkong die? A member of the present unhappy Parliament, called Ginnell, asked the Government whether the Canton-Kowloon Railway "was being forced through merely for the resurrection of Hongkong at the expense of the Chinese guarantors." We have been at great pains to discover the meaning of this sentence. We could not, unaided by some intellect more powerful than our own, find any sense in it whatever. We therefore consulted four gentlemen of this Colony who have the reputation of being "gifted with sound sense and reliable judgment, and of whom at least three have earned this reputation by unselfish public-spirited work. Not one of them could see any meaning in it at all. If it means anything, it implies that some time ago this Colony died, and was guaranteed to be dead by some unspecified Chinese; that somebody unspecified has been forcing the Canton-Kowloon Railway through something unspecified at the expense of those unspecified Chinese who guaranteed that Hongkong was dead, and that this brutal violence was committed in order to resuscitate a dead Colony. The same member of Parliament also wanted to know whether the persons who for the present are more or less responsible for the destiny of our Colonial Empire were "in possession of independent evidence that the Canton-Kowloon Railway could never possibly pay its cost of construction and working expenses." It is to the credit of Colonel Seely, the Under Secretary of State for the Colonies, that he answered, apparently without hesitation, this astonishing question in the negative. Short of a Mahatma or some other weird kind of Christian Scientist it is difficult to imagine who else could have answered that question in any other way. This enquiring genius, (his name is Ginnell) also asked Colonel Seely whether he knew that the railway had already cost £16,000 per mile. Colonel Seely did not know, and what we want to know is: what use in the world is a Colonial Office that cannot tell you a little thing like that? Another question, or rather string of questions, just as glib, but not as funny, nor as *excellent* was asked by the same unhappy gentleman. In his took away the character of four railways and implied goodness only knows what against two firms of engineers. By some process of unreason best known to his own foggy mind, he seems to have thought the question worthy the attention of the House of Commons "whether the late chief British accountant was the nominee of those engineers, whether the amount of his embezzlements had yet been ascertained, and whether any steps were being taken to recover that amount from his nominators." This is the sort of muddle-headed nonsense that now occupies the time of the "August Mother of Parliaments." There are several reasons, we can think of at least six, why the Under Secretary of State was quite right in repeating the information (which, it seems, he had already imparted on the 25th of last November) that "the Colonial Office is not concerned with the doings of the late chief accountant on the Chinese section of the line." One of them is a *gaol*. The other five therefore do not matter.

#### THE HONGKONG SLOUIS.

(21st July.)

Those who have been perhaps a little too ready to excuse their own supineness by casting upon the employers of labour, the *jaipans*, the responsibility for the shortcomings of the Volunteer Corps of Hongkong should read two interesting documents. The first is the appeal made by H. B. Sir Henry May, published in our issue of the 17th instant, and the second is the concluding

reply to it made by Mr. C. H. Ross and Hon. Mr. Henry Kewick. The latter gentleman's views are shared by eight of the principal great business firms whose names are household words throughout the East. Not only will no obstacle be placed in the way of those young men who are able and willing to give their services as auxiliaries to His Majesty's Forces in this Colony, but their employers actually offer their encouragement and approval. It is almost unnecessary to refer to the qualifications of Mr. C. H. Ross as a leader of such a force as is now about to be enlisted. No better man could be imagined for the conduct of this particular undertaking. His well-known ability and experience are a guarantee of the success of his "endeavour to recruit the desired 50 men and get the Unit into working order before Xmas 1910." This new "Unit" is to consist of three officers, six sergeants, and seven corporals, fifteen mounted troopers and twenty-four "dismounted troopers." The latter phrase must be understood in connection with the explicit statement made by Mr. Ross that these men are all to be armed and dressed exactly alike, taught identical drill, and as far as possible made interchangeable. Every man therefore will be able to ride. Those who belong to the dismounted troop will be able, when circumstances require it, to do duty as mounted troopers. In fact, they are to be trained to be ready for either kind of work, on horseback or on foot. We may state, on the authority of a military officer of long experience and high rank, that such a force, armed and trained in the manner suggested by Mr. C. H. Ross, would be invaluable in time of war. Much has been said in disparagement of "untrained men" who can only ride hard and shoot straight and are otherwise mere "amateur soldiers." It ought surely to be obvious that men who can ride and shoot do not need any extraordinarily long period of discipline to be made into useful soldiers. They will come from a class that has been taught many kinds of self-control under severe discipline, from their boyhood, and obedience to orders, strict implicit obedience, with them a point of honour. To talk of such men as being likely to be dangerous to the regular forces, with which they might be ordered to serve in time of war, is therefore to exhibit a complete want of understanding of the nature of the force to which they belong, of the nature of the training which they undergo, of the nature of the work they will be called upon to do, and of the nature and character of the men themselves. If we quote the meritorious services of "irregular corps" in the past, some one gifted with that power of inaccurate reasoning which is said to distinguish men from the lower animals, will probably show how "up to date" he is by solemnly declaring that the conditions of war have so changed not merely within the last forty years but actually within the last ten years, as to make analogy between the fighting usefulness of a certain class of men in those days with their services in the war now-a-days, a mere academic question, a subject for an essay in an examination of cadets at a Military College. We have no doubt that at present and for as long as war remains possible in this imperfect world, as long as there are in it soldiers and Military Academies, this subject will continue to exercise the ingenuity of young students of military history and the patience, or impatience, of examiners. In the meantime, while refraining from wasting our patience, our time, and the space at our command, by emulating the literary efforts of any subaltern, whether from St. Cyr or a Prussian "Cadetten-Schule" or from Sandhurst, we must, with diffidence, refer to such well-known practical soldiers as Major-General Baden Powell, or Colonel Pollock, who in six months made the "Spectator Experimental Company" of one hundred young Englishmen into as workable a little fighting force as the heart of even Kitchener could wish for. These and many other men know a great deal more about war than we do, and infinitely more than superficial thinkers who having never seen "the appearance of war" imagine that an extra cartridge in the clip of a new magazine rifle, or a new system of recoil carriage in a field gun, or airships, whether "Zeppelins" or "Voisins" still in *future*, have changed the ever-changing yet ever similar conditions that govern the work, the effort, the danger, the success or the failure, of armed men associated together in the duty of repelling other armed men associated together in an attack upon their Country and their Flag. The business men of Hongkong have not shown themselves in the past in any way neglectful of their own interests. They are at least as prosperous and successful as other men of their class in other parts of the world, however "smart" and "go-ahead" and even republican those others may be. But to the honour of the merchants of Hongkong be it said, that they never yet failed to respond to a really sincere appeal, made by a really responsible authority, on behalf of the public interest, the interest not only of British safety, of that security that freedom and that justice which the very word "British" ought to imply, and may be summed up in the two words "Rax Britannica." Any work that may be done and any services rendered in assisting the accomplishment of the heavy task of our Army and Navy, by the able-bodied young men of this Colony, will, we rejoice to know it, be cheerfully and efficiently accomplished, in response to the appeal of His Excellency Sir Henry May, K.C.M.G., the Officer Administering the Government of His Majesty the King in Hongkong, under the able and unselfish guidance and leadership of Mr. C. H. Ross.

#### OPINION "PLANTING"

(22nd July.)

In a special article in our columns yesterday, a contributor pointed out the unfair operation of the opium laws, and the hardship suffered by ship captains who, through absolutely no fault of their own, are fined heavily because some cunning smuggler has succeeded in evading his vigilance and that of his officers, and has hidden away a quantity of opium or other prohibited drugs in some part of the ship, and finding that he can make more money by betraying his associates, turns informer, and denounces the hiding place to Customs officers who obtain credit for their marvellous cleverness in detecting it. On the 28th of May we noticed the case of the *Hong Mah*, in which a Captain who was well known to be incapable of breaking the law, who indeed has repeatedly discovered smugglers and handed them over to the Preventive Officers, who was admitted by the authority who heard the case to be without blame in the matter, was punished, was actually fined, as if he had been a criminal. We protested then against the system described in our article yesterday, and we suggested that it be judiciously changed. "The truth is that the law, as it at present stands, is 'bitting the wrong dog.' The most acute watchfulness, the most untiring care, are of no avail against those dark ways which the Oriental uses to circumvent the white men of the West. A Chinese steamship owner said to a representative of the *Hongkong Telegraph*: 'Everyone knows me, and that I have made my money honestly. I have no need to be a small man and break the laws and do bad things and smuggle opium in order to make a few dollars. All the English people who know me know that, of course. But if I wanted to be a mean man and to do those curious things I could certainly smuggle forbidden stuff into one of my ships, and the captain would never know. He could never find out, if I wanted it done.' When asked how it was that another Chinese owner, just as respected as he was, had been fined because opium had been hidden in his ship, he replied that the owner was not to be blamed. He was as innocent as the innocent Captain who was fined. But in spite of every precaution some smuggling was always possible. We suggested that the informer should be required to divulge a great deal more than merely the hiding place of the smuggled commodity. He said that "it was the business of those who made the laws to see to that." We must again lay stress on this, the only possible way out of an *impasse* that is a disgrace to our laws. The informer, of course, almost invariably one of the criminals. For that these opium smugglers are generally of the criminal class, the cleverest and least often discovered of the secret criminal class of the Far East, no one who really has actual knowledge and experience will deny. The informer, seeing his way to make a much better thing out of the venture by adding the sin of treachery to his other villainies, (provided always that he can manage it without risk), takes care to cover himself from detection by his associates, and cynically betrays, for money, to the Preventive Officers, the secret he had himself helped in making. A rule were made that in such a case the informer should not receive a single farthing of pay for his villainy unless he confessed the names of every one of his confederates, far more would be done to check smuggling than the present stupid and unjust law which strikes the innocent and rewards at least one contemptible and traitorous sneak. If it be objected that if informers are required to divulge the names of their associates, that useful class of human being will no longer be useful to the Preventive Officers—we reply that this is an excuse which is most unworthy of any Government servant, to make, and reflects on his ability, his fitness for the work he is paid to do. To assert that it is better to inflict a heavy punishment on an innocent man, a man proved and known to be innocent, for a crime he did not commit, and did his very best to prevent, rather than to incur the trouble involved in protecting an informer, or in devising means for his protection, is to make a confession of supine impotence.

#### PAYMENT BY INSTALMENTS.

SOLICITOR SAYS INSTALMENTS WOULD TAKE ONE AND A HALF YEARS.

Before Mr. Justice Hassall, Acting Police Judge, in the Summary Court this morning, a Chinese clerk was sued by a Sikh money-lender for the sum of \$150 due under a promissory note. Mr. W. B. Hild on behalf of the defendant intimated that his client was willing to consent to judgment for \$50 without interest. Mr. Gardner agreed. Mr. Hild—I ask your Lordship to make an order for payment of \$5 a month. Mr. Gardner—I would ask for larger sums. Even at the rate of \$5 a month it would take one and a half years. Mr. Hild—Defendant is only a clerk and earns \$35 a month. Mr. Gardner—Defendant gets \$45 a month. Mr. Hild—As a matter of fact, I don't know what his salary is. He told me he got \$35 a month. Your Lordship must not only consider the amount of the instalment but you must also take into consideration whether after deducting the amount of the instalment from his salary, my client's salary will be sufficient for him to live upon. His Lordship made an order for payment at the rate of \$10 a month. Mr. Gardner—Subject to the usual order, of course. Mr. Gardner—Don't know what the usual order means. Mr. Hild—You don't know what the usual order means. His Lordship—I mean that in the event of your client failing to pay any of the instalments judgment will be entered for the full amount.





## Rescue at Sea.

## "STANLEY" PICKS UP SHIPWRECKED CHINESE.

CAPT. G. L. WILLOUGHBY'S SPLENDID RECORD.

Quite recently we recorded in these columns the recognition of the German Emperor of the acts of gallantry on the part of Capt. J. Bond, of the *Carl Diederichsen*, in the rescue of shipwrecked crews of Chinese trading and fishing junks in the high seas. While we are not slow to extend our congratulations to skippers of other than British nationality for the gallant rescues they have from time to time effected of men, women and children drifting helplessly on rafts, or some broken spars in the China Sea, we hope that the splendid record which some British masters of vessels can show of their successful efforts at life-saving at sea will also merit the attention of our own authorities. We remember on one occasion recently having spoken of the Hongkong Government tender *Stanley* as a

## "SCAVENGER SHIP."

That term was not applied in any spirit of disparagement to Capt. G. L. Willoughby's command, but to show the multifarious character of the duties to which the *Stanley* has been so often commissioned. After the typhoon of the past two or three years, the *Stanley* has been instrumental in saving more lives in these waters than any single vessel entering the port of Victoria—be it vessel of the mercantile marine or of either the British or Foreign Navies. There is little need to recapitulate at any length the *Stanley's* achievements within recent months, for the records of the Harbour Office should bear ample evidence of the numerous rescues effected by the vessel since Mr. Willoughby assumed her command.

## THE MOST RECENT INSTANCE

is one which occurred yesterday and the facts of which have just been brought to our notice. The *Stanley* was being towed off for Sai-kung, in the *Ma-tai* territory, for the monthly inspection. She had on board yesterday Commander O. W. Backwith, the assistant harbour master, and Mr. Haycock, of the Audit Department. After passing through the *Ma-tai* and rounding up for Step Island, Capt. Willoughby, who was on the bridge, descried in the distance what appeared like a huge log of timber afloat. He steered for it to ascertain what it was. On approaching the object it was found to be

## A LARGE FISHING JUNK

bottom up and all the crew were seen sitting helplessly on the upturned bottom. The skipper of the *Stanley* went over and asked through his Chinese interpreter whether the men wanted help. They replied that they were only too glad of it and inquired whether the *Stanley* could tow them to Shau-ki-wan, where they could get help. Capt. Willoughby regretted that he could not tow them to Shau-ki-wan, but offered to tow the derelict to Sai-kung, and he was proceeding there. The shipwrecked fishermen said that they could not get in close enough and as for being towed to Sai-kung they thought it would be of little advantage to them as they could not get their boat repaired at Sai-kung.

## THE SAFETY OF THE MEN

was Capt. Willoughby's first care. He accordingly offered to take them on board and promised that on his way back he would pick up the derelict junk. This invitation was gladly accepted and four of the crew were taken on board. They were supplied with dry clothing and given a proper meal and otherwise well cared for on board the tender. The master of the junk was left behind with three of his folk to stand by him. The *Stanley* then proceeded on her voyage to Sai-kung.

At 3.30 p.m. the same afternoon, she returned to the wreck and by the captain's directions a six-inch hawser was passed round her mainmast and then the *Stanley* started to right the junk which she succeeded in doing at the same time as the men were cutting away the sails. After getting her nearly upright and as the bows of the junk were well under water, Captain Willoughby passed the bight of hawser through the stern and commenced towing. All went well until just outside Fo-tai-ma Pass when the stern opened out and cast off the bight of the tow rope owing to the heavy sea, that was running. This mishap necessitated the stopping of the engines of the *Stanley* for fixing up the tow rope again. This done, the *Stanley* started towing when, sight in the middle of the Pass, the

LASHING CARRIED AWAY again, causing the wreck to swing broadside to tow. In this way the *Stanley* had to continue as it was highly dangerous to stop her where she was as both ways have been in imminent danger of being lifted on the rocks by the swell of the sea. So, after towing until well clear of the Pass the *Stanley* stopped. At this stage Capt. Willoughby thought it advisable to go on board the wreck himself and saw the rope made fast to the bows, as in smooth water it was then just possible to stand on the fore-deck of the wreck. When all was ready the Captain got back on board the tender and went ahead again and managed to tow the junk into Shau-ki-wan Bay, without any more accidents. The *Stanley* cast off her tow at 6 p.m. close to the police station.

## A WARM WELCOME.

When the *Stanley* was towing *Sau-kung* some junk must have passed her and so carried the news to Shau-ki-wan in anticipation of her arrival later in the afternoon, for as she steamed in about six o'clock, the forebore was crowded with Chinese of the floating fraternity, all shouting and waving their bamboo hats. The greeting to Capt. Willoughby was a warm one and the skippers well deserved it, since he was instrumental in saving eight lives threatened with a watery grave. The rescued people were—6 men, 1 woman, and a girl. As the boat with the shipwrecked people were leaving the *Stanley*, the survivors bowed and again in grateful recognition of the merciful rescue Capt. Willoughby had effected at so much trouble to himself and great risk to his vessel.

## THE "STANLEY'S" RECORD.

Since the present skipper has been in command of the Government tender, he has saved no less than 29 persons all told, viz:—

13 in the typhoon of July, 1908,  
13 in that of 1909,  
1 in December, and  
2 on the 15th July, 1910.

The rescue of the men from the last junk (No. 576 H. O.) was effected under extremely trying circumstances. There was a high sea and bad rain all the time, in manoeuvring the *Stanley* and getting in out of the wreck, the tow was one of eight miles. The junk capsized about 10.30 a.m. during a heavy squall, and, happily for her crew, she was sighted by the *Stanley* at 11.30 a.m., just one hour after she capsized.

THE "YESTERDAY'S" STORM. The weather prevailing in the Harbour yesterday morning was, to say the least of it, alarming to the shipping community of the

port—that is to say, to masters and mates who have the responsibility of looking after the safety of the vessels anchored in the narrow waters of the port of Hongkong, who may at any moment have to take their departure from the contiguous waters to the further removed refuges of Junk Bay or Shelter Bay.

At about nine o'clock on Sunday evening the typhoon gale broke over the Colony in full force; the rain came down in torrents and the winds blew in terrific gusts. It was only natural, therefore, that skippers and officers felt anxious regarding the safety of craft under their charge, especially those whose steamers were lying at the various wharves where, of course, the dangers of damage are about doubled.

A resident from the Peak on his arrival on Monday morning informed a representative of the *Telegraph* that the signal station was quite invisible even on that eminence and, certainly remained invisible during the greater part of the forenoon. The heavy drizzle which followed upon the over-night storm effectively obscured the Signal Station, which indeed remained obscure if not invisible during the latter part of the day. As a consequence, a good many local coasting steamers made a postponement in their sailings, and there was a good deal of interference with coasting sailing arrangements. Yet as the weather cleared up in the late afternoon, conditions took on a better appearance and skippers who were due to sail adapted a happier state of countenance than they had worn during the early hours of the morning.

## THE SHOOTING AT NANKING.

## WOUNDED MAN TAKES BLAME.

The following account of the unfortunate shooting affair in Nanking on Sunday, when V. Borowsky, one of the owners of the circus at present showing there in connection with the exhibition, is substantially the story told by the witnesses of that occurrence. A storm blew up during the afternoon and in the evening the rest of the Exhibition tent and the circus suffered considerably. In the evening a pour of rain and thunder and lightning the animals became very restive and threatened to break loose, and with the other employees of the Circus Stafford had his work cut out to keep them from doing so. Whilst thus employed he lost a shoe. When everything had been secured he proceeded towards the bar with the rest of the men, but the sight of his walking up minus a shoe seems to have formed the subject of comment among the Russians who composed the greater part of the Circus band, and a vast amount of chaffing went on. As far as can be learned this must have continued for quite a long time, for during the while they shook dice for drinks Stafford appears to have remained the butt for their jests and ridicule. But human endurance has its limits, and angrily Stafford is said to have faced his tormentors and uttered an expression like, "You Russians are fools." He refused any longer to shake dice, and then Borowsky, who is supposed to have been foremost amongst those who were joking at Stafford's expense, laid upon him doing so. There seems to be very little question that the incident under the influence of liquor, and in all likelihood the scene was a particularly rowdy one. Though Borowsky insisted on Stafford's playing dice, the latter firmly refused, and then, either in a fit of temper, or by way of another coarse joke, the former snatched up the box and hurled the dice into Stafford's face.

From this point onward the affair took a serious turn. Stafford turned to leave a company which was evidently distasteful to him, and as he made for the door Borowsky is credited with saying, "If Stafford were to go out he will help him out. The Bull continued to walk on hurriedly, but the Russian was after him repeating his threat, such as it was, and finding that his pursuit gained upon him Stafford turned. It is supposed he feared that Borowsky would lay hold of him by the collar of his coat and down him, but however this may be, he drew a revolver or pistol and fired point-blank at him. With the bullet lodged in his chest, Borowsky dropped, and Stafford, realizing what he had done, fled to hide. Assistance was soon forthcoming and the injured man was taken to the emergency hospital, from where he was later on brought to Shanghai. After some time Stafford gave himself up to the authorities, and in due course was lodged in goal in the British Consulate. So far, it has not been found possible to operate upon Borowsky for the removal of the bullet, and it is feared that owing to its location the operation will be attended with the greatest danger. As already stated his deposition has been taken by the Russian Consul-General, and it is understood he has taken the Chinese for the whole affair, desiring that Stafford should not be proceeded against.—*Shanghai Times*.

## YOKOHAMA DIVORCE CASE.

## JUDGMENT.

In the Yokohama Chihō Shimbunsho, on the 8th instant, judgment was delivered by Judge Hasegawa in the action for divorce brought by Mrs. L. K. Filmer, of No. 3,764, Sagiyama, Negishi, Yokohama, against her husband, Mr. Y. K. Filmer, whose whereabouts is at present unknown. Mr. Filmer appeared for petitioner, but respondent was not represented. The petition of Mrs. Filmer was granted, and respondent (Mr. Filmer) was ordered to bear the costs of the Court. The *Japan Gazette* states that petitioner's case was to the effect that on December 2nd, 1909, the parties were married in Manila. Since the spring of 1909 the conduct of respondent towards petitioner had undergone considerable change. In March of the following year respondent suddenly left Manila, without giving any notice to his wife, and since that time he had contributed nothing to his wife's maintenance. Petitioner subsequently learned that her husband was staying at the residence of a foreigner at No. 3,764, Sagiyama, Negishi, Yokohama. She went to Yokohama on July 18th, 1907, to see her husband but on visiting the house at which he was supposed to be staying was informed by the occupant that her husband had left Yokohama, and that his whereabouts was unknown. Respondent had failed to communicate with petitioner for more than three years.

## CHINESE LABOUR SUPPLY.

## RECRUITING AGENT VISITING HONGKONG.

Mr. Walter Jackson, manager of the Planters' Labour Bureau of 1909, is on a visit here on his way to Hongkong where he will arrange to begin his coalie supplies to the F. M. S. by the Singapore Free Press. He carries with him already orders for over 7,000 and the number increases daily. This Bureau gets now on a "three years' contract," and provides for their repatriation. This means that all indentured aspects of contract labour are avoided, and years in satisfactory alike to employer and employed and the repatriation ensures the coolie being able to get home. Mr. Jackson is staying at the Hotel Van Wyk for a few days.

## COLUMBIAN NURSING ASSOCIATION.

## ANNUAL MEETING.

On account of the national mourning, the usual public annual meeting of the Colonial Nursing Association was postponed this year by a small general meeting of the Council, committee and subscribers, at the Institute, London, on Wednesday, June 15th. Lord Amherst, president of the Association, took the chair, and moved the adoption of the annual report, 1910, which was seconded by Mr. Fred Dutton, one of the trustees of the Association. Lady Pigott and Sir Henry Dutton spoke on the report, which was subsequently adopted. The election of the executive committee was proposed by Sir Charles Bruce, seconded by Sir Henry Dutton, and carried, and the honorary officers of the association were also elected.

## CHINA'S RAILWAYS.

## THE INTERNATIONAL LOAN.

The Ministers of Great Britain, France, Germany and the United States have made representations to China mildly but firmly, in separate, identical Notes, asking for the promulgation of an Edict compelling the Canton-Hankow-Szechuan Loan. An early answer is not expected owing to the acute opposition of the gentry and students, and it is moreover doubtful whether this proposal is in other respects acceptable to the Government.—*London Times*.

## HONGKONG AMBULANCE SERVICE.

## AVAILABLE DAY AND NIGHT.

A complete ambulance service has been established throughout the City, and ambulances can now be procured not only at any hour of the night or day by telephoning (No. 363) to the Disinfecting Station, Tsingpo, but additional ones have been stationed at the following places for use by the Police in all cases of emergency:—

The City Hall Police Station,  
No. 1 Police Station,  
The Recreation Ground, Happy Valley,  
Eastern District Sanitary Station (near No. 2 Police Station),  
The Police Home, Arsenal Street,  
The City Hall Police Station,  
The Supreme Court,  
The Central Police Station,  
The Fire Brigade Station, Queen's Road Central,  
The New Western Market,  
The Tung Wa Hospital,  
The entrance gate in Queen's Road West to the Government Civil Hospital,  
The Western District Sanitary Office,  
The Castle Day, Kennedy Town.

Outside the City limits ambulances have also been stationed at the Police Station, Aberdeen, at No. 6 Police Station, Peak, at Aberdeen, Shaikwan and Stanley Police Station, at the Water Police Station at Tam-shu-tai, at the Kowloon-Ganton Railway Camps, The Kowloon Disinfecting Station (Telephone No. 44 K) also serves Kowloon in the same manner that the City is served by the Tsingpo Disinfecting Station.

These are all hand ambulances on bicycle or light wooden wheels, with rubber tyres, and of the John Ambulance pattern. Those stationed in the City are in the charge of the various District Inspectors, whose duty it is to see that they are kept clean and efficient, and that they are disinfected after use. At the Sanitary Stations coolies are always available for the conveyance of these ambulances, but at the other stations the Police obtain volunteers or engage street coolies for this purpose, while if the ambulance has been soiled or used for infectious cases, the Sanitary Department is notified so that it may be cleaned and disinfected once.

The European ambulances at the City Disinfecting Station were used 11 times last year, while those at the Eastern and Western Sanitary Offices in the City were used 151 times. The European ambulances at the Kowloon Disinfecting Station were used 41 times and the Chinese ambulances 141 times, while the ambulance at the compound of Water Police basin was used 10 times.

## JAPANESE TRADE COMMISSIONERS.

## OUTLINE OF THEIR DUTIES.

The regulations defining the official functions of the Japanese Commissioners to be stationed abroad under the control of the Department of Agriculture and Commerce have been published. The regulations provide that Trade Commissioners are to be appointed at important places abroad, where the presence of such an official is considered necessary in the interests of Japan's foreign trade. They are to conduct investigations in connection with the condition of foreign trade, and will be placed under the jurisdiction of the Minister of Foreign Affairs. At present only four Commissioners will be appointed.

With regard to the duties of Trade Commissioners, it is explained by the Government that while they will primarily conduct investigations into the condition of commerce abroad, their practical duties are very much more complicated and comprehensive. They will have to make close and precise investigations into all matters relating to foreign trade, and promptly report the result of their investigations to the Government in order to guide Japanese businessmen engaged in foreign trade. They will take measures for the increased sale of Japanese goods abroad, and give the necessary guidance to the Japanese traders. A staff of four or five officials is quite inadequate to discharge such complicated duties, and therefore the commercial students now being sent abroad will work under the control of the Trade Commissioners, and assist them in their duties. The number of the commercial students now abroad is about one hundred, nineteen being in Great Britain. It is proposed to make an improvement in the method of publishing commercial reports. At present these reports are published about six times a year, and the information contained therein cannot be regarded as either very accurate, or very up to date. Consequently the business-men do not rely upon these reports or use them for guidance in their business. The authorities are now considering means for the improvement both of the methods of publication and of the nature of the contents. It is also necessary, in order to accomplish the object of the appointment of these trade officials, to maintain close communication between them and business-men at home. The Trade Commissioners, therefore, will return to Japan occasionally and visit the industrial centers where the principal commodities are produced. They must investigate the trade conditions at these places, and establish close connection with producers, pointing out to them defects in their goods, and explaining the features where improvement is required in quality, at the same time informing them of the condition of foreign markets.—*Japan Chronicle*.

## BRITISH SQUADRON AT PORT ARTHUR.

## ARTHUR.

Admiral Winslow and twelve other officers of the British squadron now at Port Arthur visited the monument erected on Peik Hill in memory of those who died during the siege. The Admiral laid at the foot of the monument a memorial in the shape of a Jilin berry, on which the name of the flag-ship, and the date were engraved in gold. Admiral Winslow read an impressive address in front of the shrine in which the ashes of those who fell in the assault are deposited, and Admiral Tomoka, Commander of Port Arthur Admiralty, responded. The engineer cadets on the cruiser *Albatross*, which is now at Port Arthur, and the Japanese officials and officers in Port Arthur, were present. The British squadron left Port Arthur at 7 p.m. on the 7th instant for Dalien.

## CHINA'S RAILWAYS.

## THE INTERNATIONAL LOAN.

The Ministers of Great Britain, France, Germany and the United States have made representations to China mildly but firmly, in separate, identical Notes, asking for the promulgation of an Edict compelling the Canton-Hankow-Szechuan Loan. An early answer is not expected owing to the acute opposition of the gentry and students, and it is moreover doubtful whether this proposal is in other respects acceptable to the Government.—*London Times*.

## INDO-CHINA STEAM NAV. CO.

## ANNUAL REPORT.

The report of this Company for 1910 states:—Although the revival in the China shipping trade which was manifested last summer suffered a disappointing check, yet, on the whole, the year's accounts show a better state of affairs. The reports from China for the current year have, so far, been better than for some years past, and if the improvement be maintained, the current year's working should give satisfactory results. The credit side of the revenue account (including £15,161 forward and a transfer of £10,000 from underwriting account) amounts to £25,161, and providing for all outgoings, allocating £5,364 to depreciation, and writing off £4,000 from expenses of debenture issue (£17,395), there remains a balance of £5,795, which it is proposed to carry forward. The following recommendations of the committee applied to consider expenditures with a view to economy, a revision and an adjustment of certain items of account as to which difference of opinion existed have been conceded by the general managers and amicably arranged on a retrospective basis.

## DEATH OF CAPT. MAJENDIE.

## LATE H.M.S. "CADMUS."

A most promising naval career, says the *London Times*, has been cut short, at the early age of 36 years, by the death of Captain Bertram Majendie, R.N., who passed away at the Royal Naval Hospital, Haslar, on June 19 after a brief illness. He became a commander in December, 1903, and was in command of H.M.S. *Cadmus* on the China Station until December last, when he was promoted to captain, being one of the youngest officers of the rank in the Navy. We may add to this that Captain Majendie was well known and very popular in Hongkong where his untimely death will be greatly regretted.

## RUSSO-JAPANESE AGREEMENT.

## OPINION IN PEKING.

The terms of the Russo-Japanese Convention have been received by the Walwup with-out comment. The Chinese Press comments guardedly upon the Convention. QUINIONS IN JAPAN. Tokio, July 13. The Japanese papers unanimously welcome the new positive convention, and attach significance to the meaning of the term *status quo* employed in the Convention, and to its lack of any extraordinary features, which is explained, however, by the fact that it deals with accomplished facts in Manchuria. German and Austrian apprehension, if there be any, is due to the change in the relations of Russia, but Japan is indifferent to Near Eastern politics.

The papers believe that the United States will not allow herself to be misguided by wilful rumours. The Convention was mooted before Mr. Knox, United States Secretary of State, made his proposal in regard to Manchuria. Article III of the Convention, providing for concerted action in the maintenance of the *status quo*, does not require any secret provisions. Count Okuma, formerly Premier, while welcoming the Convention, declares that there is no call for Russo-Japanese Alliance. Count Hayashi, formerly Minister for Foreign Affairs, holds that a Russo-Japanese Alliance is inadvisable while Japan's foreign policy is based on the Anglo-Japanese Alliance. Baron Goto, Minister of Communications, considers that the Convention is most favorable to China, as China suffers most from disunion between Russia and Japan. Baron Makino, ex-Minister for Education, is of the opinion that, though based on common interests, the Convention will be more beneficial to Russia.—*N. C. D. News*.

## THE "TATSU-MARU" INDEMNITY.

## LONG-DELATED NEGOTIATIONS.

As will be remembered, the Chinese Government admitted its responsibility for payment of an indemnity in connection with the seizure of the *Tatsu-Maru* by the Chinese authorities about two years ago. The vessel was seized off Macao with arms and ammunition which the Chinese authorities suspected were to be smuggled into China. The vessel was arrested in Portuguese waters, and China was agreed that the extent of the damages, &c., to the vessel should be determined by the Viceroy of Kwangtung, and the Japanese Consul at Canton. It appears that the negotiations were suspended on account of the outbreak of the Chinese boycott of Japanese goods in South China, which followed on this incident. This agitation has ceased, says one journal, as the result of the efforts made by the Chinese authorities and the awakening of the boycotters to a realization of the futility of their plans. The *Tatsu-Maru*, owners of the steamer, recently sent Mr. Ito, a barrister, to the Foreign Office in Tokyo with an application that the negotiations for the payment of the indemnity be resumed and concluded without further delay.—*Japan Chronicle*.

## ROYAL DUTCH PETROLEUM CO.

## SEVERE COMPETITION RESPONSIBLE FOR DEPRESSION.

The Amsterdam market has been somewhat adversely influenced by the publication of the report of the Royal Dutch Petroleum Company, which has not come up to expectations. The Board state that the joint production in the past year amounted to 1,453,000 tons, as against 1,243,300 tons in 1908. Competition has grown very severe, and consequently, low prices have ruled in a part of the year, which had a depressing influence on the combine's profits. Moreover, petroleum prices were abnormally low in Europe. The Bataafische Petroleum Maatschappij, a subsidiary of the Royal Dutch Petroleum and the Shell, to which the production of the various estates is entrusted, had therefore to lower its dividend from 17 to 16 per cent, the difference amounting to 10,000,000. The Royal Dutch board adds to this that most certainly a lowering of the dividend on Royal Dutch shares were it not that, beginning with 1909, the directors are only entitled to 4 per cent of the profit, instead of 8 per cent. (A 500,000 Royal Dutch Petroleum shares, having been given to them as compensation for this smaller distribution out of the profit).

## THE NANYANG EXHIBITION.

## A WIND STORM.

Owing to a heavy wind storm on Sunday afternoon a few houses and the temporary shelter of the Manchurian Exhibition exhibits were badly damaged and the Chinese were injured. The latter were immediately taken to the Exhibition Emergency Hospital and promptly attended to by Chinese and foreign doctors. The damage done to the Exhibition buildings was slight, only a few skylights being smashed.

## INSPECTION OF EMIGRANTS.

## DR. F. T. K. YIP'S REPORT.

Dr. F. T. K. Yip, health officer of the port, makes an interesting report on the work of his department for the past year. He writes on the inspection of emigrants as follows:—The emigrants pass in single file, and those who appear to be suffering from any communicable disease, and those physically unfit for labour are stopped and sent ashore. This examination at least can only be a superficial one, but yet sufficient to detect febrile conditions, skin diseases, eye diseases, physical debility, and the more pronounced symptoms which make themselves evident in beriberi, syphilis, and tuberculosis. This is an important part of the Health Officer's duties, and consists in the medical examination of all emigrants leaving the port of Hongkong. The master on board a few hours prior to the sailing of the ship, provided with their tickets, and in the case of assisted emigrants, women, and children, with photographs as well. In this work the Harbour Office and the Registrar General's Department send representatives who check the tickets and examine the photographs as to prevent any substituting or kidnapping of children. Emigrants for the American ports, Mexico and British Columbia, are previously examined on board the bulk of the Disinfecting Bureau, where they receive a bath, have their temperature taken, and their clothing and baggage thoroughly disinfected; they then embark and undergo a final examination before sailing. The total number of emigrants passed during the year amounted to 76,410, of these 43,016 were for the Straits Settlements, while the remaining 33,414 were for San Francisco, British Columbia, Honolulu, Mexico, and other ports. The monthly figures reached their maximum in the month of April, when 9,121 left the Colony. One thousand five hundred and ninety-two Filipino labourers arrived in Hongkong during the latter half of the year, and were transported by the Pacific Mail steamers in batches twice monthly. These men are under contract to work for the Hawaiian Sugar Planters' Association. Thus the figures for Honolulu show a marked increase over those of last year, being 1,851 as compared with 30.

## BALGOWNIE, LTD.

## FIFTH ORDINARY GENERAL MEETING.

The fifth ordinary general meeting of the shareholders of the Balgownie Rubber Estates Limited, was held at the registered offices of the company, at Singapore, on the 15th inst. Mr. W. W. Sims, president, and there were also present:—Messrs. A. A. Ginn (for Messrs. Ginn and Company, the secretaries), C. S. Briscoe, A. C. A. (representing Messrs. Derrick Company, the auditors), Lee Tsoo Poon, H. M. Caldwell, R. C. M. Kienersley, A. E. Baddley and P. F. Wines. The Chairman said the report and accounts had been in the shareholders' hands for some days and he had very little to add. They would agree that the result of the year's working was highly satisfactory. The directors were of opinion that the future prospects were exceedingly bright. They would notice that there had been no forward sale of rubber. They were willing to take their chance in the market. The directors had decided in future to pay three monthly dividends. It was not proposed to open any more single on the company's property. In conclusion, the chairman invited questions from the shareholders. Mr. Caldwell said there was no mention of disease in the report. Were the shareholders to understand there was no disease on the property? Mr. Wines, the manager of Balgownie, said as far as he was concerned, there were no tropical diseases from it. The Chairman pointed out that Balgownie was an old estate and was, perhaps, free from disease. The Balgownie people formerly juggle and there was a certain amount of disease, but it was being thoroughly tackled. About twelve diseases were known to kill rubber trees, but the only dangerous one was "Fomes." In reply to Mr. Caldwell, the Chairman said they were burning the timber as fast as possible. The same shareholder remarked that 3/6 per pound for production was an extremely high rate. Mr. Sims, reading from the directors' report:—"During the year under review the expenditure on roads, drains, bungalow, coir lines, and cultivation has been on a liberal scale. Your directors have considered it wise to charge a full proportion of this to revenue account which for the time being has rendered the cost of production comparatively high. Henceforth a considerable reduction is looked for." Continuing, he said he certainly thought they were wise to charge the full account. As they were making large profits, it was the best policy to charge as much as possible. Mr. Caldwell asked for exact census and was told it would appear in the next report. Mr. Baddley remarked that they had land they had from 350 to 370 acres. He inquired if it was worth while planting up a little. The Chairman said a few acres were being planted quickly. Mr. Caldwell:—Can the estate be described as being in a perfectly clean condition? The Chairman:—Balgownie, yes. Of Balgownie, only a few small pieces of swamp have not been cleared. The accounts were passed. Mr. R. C. M. Kienersley was re-elected a director. Derrick and Co. were re-elected auditors. The remuneration of the directors was fixed at \$1,000. In reply to Mr. Baddley, the Chairman said that, if they were fortunate, he thought the company would pay 300 per cent this year. A good deal depended on the sales. The meeting then closed.

## S.S. "DAGMAR" ASHORE.

## LAT ST NEWS.

The N. D. L. steamer *Dagmar*, on the Bangkok-Singapore run, has been driven on to the rocks at Koh Phra and has had to be beached in order to prevent her from sinking. She was coming up from Singapore and on Friday night, after dark, she was approaching the quarantine station (Singapore) when a heavy rain storm broke. The night was a very dark one and the rain drove down in such a manner as to render navigation very difficult. A strong tide was running as well and ultimately the vessel was driven on to a rock. The effect was disastrous and the captain subsequently beached her to avoid sinking. Telegraphs were dispatched to head quarters in Bangkok and an examination of the vessel was subsequently made, and the work of saving engineers was called in, and the work of saving the *Dagmar* is being continued. We are informed that with proper apparatus and labour this should not be a difficult matter. There is at present very heavy weather in the Gulf, and it was in trying to get into shelter on arriving at night that the *Dagmar* struck and was beached. For a day she lay on an even keel, but on Saturday night she turned over on her port side, and was then lying at an angle of about sixty degrees, with her stern about the bridge under water. There is a large quantity of gunny bags on board, which by the way are very badly wanted by Bangkok millers. Later details are to hand with reference to the *Dagmar's* mishap. She struck on a rock when entering the narrow channel, and tore a big hole in her port side. She was finally grounded in about 35 feet of water and the fore part was out of the water. To-day, however, she is settling back into deep water, and little more than half of the forepart, and bows are showing. She has on board about 600 tons of general cargo. Most of her crew came up to Bangkok with Captain Brown, the chief engineer, second officer, two firemen, and a boy have been left to stand by. (*Bangkok Times*).

## ACCIDENT AT THE SHANGHAI CATHEDRAL.

## FALL OF A BELL.

What might have been a very serious accident took place yesterday morning at Holy Trinity Cathedral, reports the *N. C. D. News* of 16th inst., when one of the bells, or rather metal cylinders which are used as bells, fell down. The bell was belonging to the usual for the eight o'clock service, when the supports by which it was suspended suddenly gave way, being generally worn through by vibration, and the bell came down, breaking through, and carrying away with it a large beam just below it, and busting through the roof of the bell-ringers' loft, where it was about to be rung. Fortunately the people who were ringing the bell were just able to jump out of the way or he must inevitably have been killed. As it was, he was hit by the falling beam, which cut his head open and severely bruised him. Directly the bell stopped ringing, Bishop Molloy and Mr. R. B. Harry, the Cathedral organist, hurried to the spot, and found the bell broken and the roof of the bell-ringers' loft, where it was about to be rung, was seriously damaged. The bell was immediately taken to the Exhibition Emergency Hospital and promptly attended to by Chinese and foreign doctors. The damage done to the Exhibition buildings was slight, only a few skylights being smashed.

# INCLEMENT WEATHER DRIVES BLOCKADING FLEET INTO PORT.

[From Our Own Correspondent.]

are not awaiting. I have seen quite a number of ball cartridges that have been captured. It is said by one who has been to the front that the Chinese have even been using Dum-dum expanding bullets. These I have seen myself, but some simple cartridges are finding their way in the private collection.

The Commander-in-Chief of this formidable little flotilla, in point of numbers, Commodore Wu, was the guest of His Excellency Sir Marquis at lunch at Government House, Friday. There were also present at this Staff Officers and members of the suite of Portuguese Governor. We have authoritative information that the Chinese Naval Commandant expressed to His Excellency his deep sense of appreciation of the action of the Portuguese

by the Portuguese has not yet been definitely ascertained, but a rough estimate places the number of Chinese prisoners now in Macao about seventy. Besides arms and ammunition the Portuguese troops have come in for their valuable prizes of war in the shape of three iron junk boats which were brought into the Island Harbour from Coloman on Friday last, to the Shanghai low-boat. These junk boats were the property of the pirates' horde. Large numbers of men had got on board at Coloman, and were in the act of shaving off the pirates' heads, when they were covered by the Portuguese troops. Following the attempt to capture the pirates, the Chinese and the Dutch sailors again and ran for their lives in all directions into shelter. Abandoned

(In continuance of my previous dispatch) have now to relate another chapter in the story of the blockade of Colsway with the arrival of the cruiser *Rathfriland* *Dona Amalia* last evening and the commencing operations of operations against the privateers of Colsway.

At a point on the 16th instant, (Saturday) *Dona Amalia* dropped anchor at Ponta Calva. The privateers resisted. This morning, however, she landed a detachment of one hundred marines which was strengthened by fifty from the *Fairfax*. The contingent was placed under the command of First-Lieutenant Valdo Brandão. Shortly after disembarkation operations were commenced in real earnest by the combined naval and military forces.

The citizens of Mecon

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